

FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION

Road No./County:	North (N.) East Street (St)/ Wabash County
Designation Number(s):	1801915 (Lead, Road Reconstruction); 1900837 (Bridge Construction)
Project Description/Termini:	N. East St over Norfolk Southern Railroad. Along N. East St, project will begin at Hill St and extend to approximately 75 feet north of Maple St. Along Hill St, the project will begin at N. East St and extend approximately 140 feet east. Along Maple St, the project will begin at N. East St and extend approximately 140 feet west.

	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
X	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

Approval

_____	_____
INDOT DE Signature and Date	INDOT ESD Signature and Date

FHWA Signature and Date	

Release for Public Involvement

	N/A	ADWP
	_____	August 18, 2023
	INDOT DE Initials and Date	INDOT ESD Initials and Date

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date: _____

Name and Organization of CE/EA Preparer: _____

Victoria Veach, SJCA Inc.

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County Wabash Route N. East St over Norfolk Southern Railroad Des. No. 1801915/1900837

Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

Part I – Public Involvement

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

	Yes	No
Does the project have a historic bridge processed under the Historic Bridges PA*?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If No, then: Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Notice of Survey letters were mailed to potentially affected property owners near the project area on May 28, 2020, and Notice of Entry letters were mailed on July 6, 2021, by SJCA Inc., notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. Sample copies of the Notice of Survey and Entry letters are included in Appendix G2-G5. Letters were sent to individuals owning property adjacent to the project area on August 30, 2021, informing them the project will require acquisition of a portion of their property, potentially also including the existing buildings. Sample copies of these letters are included in Appendix G6-G7.

An article announcing the City of Wabash as a recipient of funding from the Indiana Local Trax Rail Overpass Program to construct an overpass over the Norfolk Southern Railroad was published in the *Wabash Plain Dealer* on January 7, 2019 (Appendix G9). In early 2021, a public website for the project was established on the City of Wabash website (<https://www.cityofwabash.com/department/index.php?structureid=49>) to serve as a location where information about the project could be saved and accessed at any time by Wabash residents. At the time this Categorical Exclusion (CE) Level 4 document was drafted, materials available on the project website included:

- Presentation slides from Public Open Houses held on March 9, 2021 (virtual) and March 16, 2021 (in-person) (Appendix G31-G45),
- A copy of the Notice of Public Open House cards sent to Wabash residents prior to the March 2021 meetings (Appendix G19-G20),
- A copy of Frequently Asked Questions and Local Trax Fact Sheet documents that were available as handouts at the March 2021 meetings (Appendix G23-G28),
- Presentation slides from the in-person Public Open House held on April 26, 2022 (Appendix G92-G120),
- A copy of the Notice of Public Open House published in the *Wabash Plain Dealer* prior to the April 2022 Public Open House (Appendix G54),
- A copy of the Local Trax Fact Sheet that was available as a handout at the April 2022 Public Open House (Appendix G81-G82),
- And a link to an article about the project published in *The Paper of Wabash County* on February 23, 2022 (Appendix G13-G14).

A Virtual Public Open House was held for the project beginning at 6:00 pm on March 9, 2021, and an in-person Public Open House was held in the fourth-floor ballroom of the Eagles Theater (106 W Market St, Wabash IN) on March 16, 2021. A Notice of Virtual Public Meeting and Public Open House advertising the meetings was published in the *Wabash Plain Dealer* on March 6, 2021, and March 13, 2021. Please see Appendix G16 for the Notice text and Appendix G17 for the Affidavit of Publication. The Indiana Department of Transportation (INDOT) published a press release advertising the March 9 and March 16, 2021, meetings on March 4, 2021 (Appendix G18). On March 5, 2021, an article discussing the project and advertising the planned meetings was published in the *Wabash Plain Dealer* (Appendix G10-G12). Prior to the March 9 and March 16, 2021, meetings, approximately 3,900 postcards advertising the meetings were mailed to Wabash residents via the US Postal Service's (USPS) Every Door Direct Mail service, which delivers post cards to every residence or business along all mail carrier routes in an area. Please see Appendix G19-G20 for a copy of the postcard and Appendix G21-G22 for mailing information, including a map with the areas receiving the mailing shaded in blue.

This is page 2 of 38 Project name: N. East St Railroad Grade Separation Project Date: July 11, 2023

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The March 9, 2021, Virtual Open House was held via the Zoom online meeting platform. Approximately 25 residents attended the Virtual Open House (no sign-in sheet is available). A presentation explaining the Local Trax funding program, the project development phase, other considered alternatives, and details of the preferred N. East St alternative was given. Please see the presentation slides in Appendix G31-G45 and a transcript of the meeting in Appendix G46-G52. Questions were accepted via the chat function in the Zoom meeting. Questions received included clarifying that both the east and west sides of N. East St would be affected, if a tunnel was considered, clarifying when purchase offers to property owners would be made and if there would be options for property price negotiation on offers for home purchases, and about how Hanna Park would be impacted. Questions asking if any improvements could be made for main roads such as Wabash St, Cass St, and Miami St, and if other roads could be improved as part of this project were also received. Responses were provided to questions during the open house. Questions and answers can be found in the transcript in Appendix G51-G52.

The March 16, 2021, in-person Public Open House was held in the fourth-floor ballroom of the Eagles Theater (106 W Market St, Wabash IN) from 6:00 pm to 7:30 pm. Approximately 35 residents attended (no sign-in sheet is available). No presentation was given, but project boards were on display and members of the design team were present to answer questions about the project. The project boards on display at the Public Open House can be found in Appendix G29-G30. Handouts including a fact sheet about the Local Trax program and this project and a list of Frequently Asked Questions (FAQs) were available for attendees (Appendix G23-G28). These handouts, as well as the presentation slides from the March 9, 2021, virtual meeting, were made available on the project website.

A second Public Open House was held for the project in the fourth-floor ballroom of the Eagles Theater (106 W Market St, Wabash IN) from 6:00 pm to 7:30 pm on April 26, 2022. A Notice of Public Open House was published in the *Wabash Plain Dealer* on April 13 and April 20, 2022. See Appendix G54 for the Notice of Public Open House text and Appendix G55 for the Affidavit of Publication. INDOT published a press release advertising the Public Open House on April 15, 2022 (Appendix G56). Prior to the meeting, approximately 500 postcards advertising the Public Open House were mailed to Wabash residents and businesses located within close proximity to the north and south sides of the Norfolk Southern Railroad. Please see Appendix G63-G64 for the postcards and Appendix G65-G80 for the mailing list of recipients. Thirty-three (33) people attended the second Public Open House (see sign-in sheet in Appendix G57-G61). A fact sheet about the project was available as a handout at the Public Open House (Appendix G81-G82) and was also made available on the project website. Project boards were on display and members of the design team were present to answer questions about the project. The project boards on display at the meeting can be found in Appendix G83-G91. No presentation was given, but slides providing more information about the project were made available on the project website (Appendix G92-G120).

To meet the public involvement requirements of Section 106, a legal notice of the Federal Highway Administration's (FHWA) finding of "Adverse Effect" was published in the *Wabash Plain Dealer* on July 16, 2022, offering the public an opportunity to submit comments pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The published public comment period closed 30 days later on August 16, 2022. The text of the public notice and the Affidavit of Publication appear in Appendix D8-D9. No comments from the public were received during the public comment period ending on August 16, 2022.

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. It has been determined that a public hearing is in the best interest of the public. Therefore, upon the release of this document for public involvement, a legal notice will appear a local newspaper advertising the date, time, and location of the public hearing. This document will be revised after the public involvement requirements are fulfilled.

Public Controversy on Environmental Grounds

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

At this time, there is no substantial public controversy concerning impacts to the community or to natural resources.

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Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: INDOT and the City of Wabash INDOT District: Fort Wayne

Local Name of the Facility: N. East St over Norfolk Southern Railroad

Funding Source (mark all that apply): Federal [X] State [X] Local [X] Other* []

*If other is selected, please identify the funding source:

PURPOSE AND NEED:

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

Need:

The need for this project is due to access and mobility issues caused by at-grade railroad crossings in the City of Wabash. A Norfolk-Southern rail line travels east-west through Wabash and crosses a total of 15 at-grade street crossings in the City. According to Federal Railroad Administration (FRA) crossing inventory data obtained in May 2022, a total of 17 trains per day (nine during the day and eight during the night) passed through Wabash in 2020 (Appendix I2-I3). The length of trains has grown longer in recent years, and they block all the crossings in the City while they pass. This causes increased delays and disruption in traffic traveling between the north and south side of the City of Wabash. A Traffic Analysis Study from 2020 (Appendix I4-I9) estimated that it takes approximately 10 minutes for each train to pass through the City. With 17 trains per day, this means that passing trains block all the City's rail crossings for approximately three hours each day.

Anecdotal evidence from city officials indicates that multiple stopped train events occur each month with trains stopped for several minutes each time. While one underpass is present within Wabash, the narrow width of the tunnel and a sharp curve in the road limits the use of this crossing to small passenger vehicles. With the next nearest grade-separated alternate routes being more than four miles outside the city limits, a stopped train event causes large scale disruption to city traffic, creating lengthy congestion delays, including disruptions to school bus routes and emergency vehicle traffic. Considering that the City of Wabash is served by one hospital, Parkview Wabash Hospital, on United States (US) 24 on the north side of the city, the threat of a stopped train event or even a lengthy delay caused by a long passing train presents serious hazards to the southern portion of the city as there would be a long delay in response time for an ambulance or other emergency vehicles.

Purpose:

The purpose of the project is to provide a reliable crossing at the Norfolk-Southern rail line within the City of Wabash and to ensure access to all public and private services for the residents of Wabash during long passing train and stopped train events.

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PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Wabash Municipality: City of Wabash

Limits of Proposed Work: Along N. East St, beginning at Hill St and extending to approximately 75 feet north of Maple St; Along Hill St, beginning at N. East St and extending approximately 140 feet east; Along Maple St, beginning at N. East St and extending approximately 140 feet west

Total Work Length: 0.16 Mile(s) Total Work Area: 2.04 Acre(s)

Is an Interstate Access Document (IAD)¹ required?

Yes ¹	No
	X

If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

Date:

¹If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.

Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.

The City of Wabash, with administrative oversight from INDOT and funding from the Federal Highway Administration (FHWA), proposes to proceed with the N. East St Railroad Grade Separation project. This project is part of INDOT's Indiana Local Trax Rail Overpass Program.

Location:

This project is located in the City of Wabash, Noble Township, Wabash County, Indiana. Specifically, the project is located in Section 11, Township 27 North, Range 6 East. The project falls within the Wabash 1:24,000 Quadrangle. The project is on N. East St, beginning at Hill St and extending to approximately 75 feet north of Maple St. Please see Appendix B1-B3 for project location maps.

Existing Conditions:

N. East St travels north-south and is classified as a Major Collector. Hill St, at the south terminus of the project area, travels east-west and is classified as a Major Collector. Maple St, near the north terminus of the project area, travels east-west and forms a T-intersection on the west side of N. East St. Maple St is classified as a Local Street. All three roadways have a posted speed limit of 30 miles per hour (mph) in the project area. The existing roadway along N. East St consists of two 11-foot-wide travel lanes and one 8-foot-wide parking lane. The total curb to curb width of N. East St is approximately 32.5 feet. Hill St and Maple St both support two-way traffic but consist of one 13-foot-wide travel lane and two 7-foot-wide parking lanes. The total curb to curb width of both Maple St and Hill St is approximately 28 feet. A combined curb and gutter are present along both sides of N. East St, Maple St, and Hill St within the project area. Approximately 5-foot-wide sidewalks are present along both sides of N. East St, Maple St, and Hill St in the project area. Curb ramps are present in all quadrants of the N. East St and Hill St intersection and the northwest and southwest quadrants of the N. East St and Maple St intersection. None of the existing curb ramps meet the current standards for the Americans with Disabilities Act (ADA).

Train tracks owned and operated by Norfolk Southern Railroad travel east-west through the project area. One underpass is located in City Park on Vermont St approximately one mile west of the project area. Please see Appendix B4 for a map showing the location of this underpass in relation to the project area. All other streets within the City of Wabash have at-grade crossings with this rail line. At the Vermont St underpass, a sharp 90-degree turn located approximately 60 feet north of the railroad, a narrow (approximately 25-foot-wide) roadway corridor at the underpass, and heavy congestion on Vermont St during a stopped train event make it nearly impossible for emergency vehicles to pass at that location (Appendix G9). The next nearest grade separated railroad crossings are located on US Business Route 24, approximately four miles west of the city limits, and Lagro Rd, approximately 5.5 miles east of the city limits.

According to a US Department of Transportation (DOT) Crossing Inventory Form for the N. East St crossing obtained from the FRA in May 2022, an average of 17 trains (nine daytime and eight nighttime) pass through Wabash each day (Appendix I2-I3). The length of trains has grown longer in recent years, and they block all the at-grade crossings in the town while they pass. This causes increased delays and disruption in traffic traveling between the north and south sides of Wabash. A Traffic Analysis Study from 2020 (Appendix I4-I9) estimated that it takes approximately 10 minutes for each train to pass through Wabash. With 17 trains per day, this

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means that passing trains block all the City's at-grade rail crossings for approximately three hours each day. Additionally, anecdotal evidence from city officials indicates that multiple stopped train events occur each month, with trains stopped for several minutes each time. When long trains pass through the city, or when a stopped train event occurs, all at-grade crossings in the town are blocked and the City of Wabash is essentially split in half. With all at-grade crossings blocked, travel between the north and south sides of the rail line is severely restricted without detouring to the underpass on Vermont St or to US Business Route 24 or Lagro Rd outside the Wabash city limits. Consequently, a stopped train event causes large scale disruption to city traffic, creating lengthy congestion delays, including disruption to school bus routes and emergency vehicle traffic. Considering that the City of Wabash is served by one hospital, Parkview Wabash Hospital, on US 24 on the north side of the city, the threat of a stopped train event or even a lengthy delay caused by a long passing train presents serious hazards to the southern portion of the city as there would be a long delay in response time for an ambulance or other emergency vehicles. Coordination between the designer and Parkview Wabash Hospital indicated that the hospital does not currently have a contingency plan regarding the route an emergency vehicle should take when a stopped train is blocking all crossings in Wabash, and that the route taken is at the discretion of the driver of the emergency vehicle (Appendix C18).

This project takes place along a residential street in an urbanized area. A total of 18 private residences are located within or adjacent to the project area. Hanna Park, a public park owned and managed by the City of Wabash Parks Department, is located along the north side of Hill St adjacent to the southeast quadrant of the project. The project takes place within a portion of the East Wabash Historic District (NR-1916), which is listed on the National Register of Historic Places (NRHP). The Norfolk Southern Railroad Corridor is bordered by trees, and there are several other trees associated with residential properties present in the project area.

Utilities are present throughout the project area and include buried sanitary and storm sewer lines, buried water lines, buried gas lines, and overhead and buried electric and telecommunications. Drop inlets for stormwater are present along the combined curb and gutter on N. East St.

Preferred Alternative:

This project will separate the grade of the railroad crossing on N. East St by constructing a new bridge to carry the roadway over the Norfolk Southern Railroad. The new structure will be a single-span composite steel plate girder bridge with a length of 129 feet, a total width of 35 feet, and a clear roadway width of 26.2 feet, with 2-foot-wide shoulders and a 6.2-foot-wide sidewalk on the east side of the structure only. Integral end bents and mechanically stabilized earth (MSE) walls will be constructed at both ends of the new bridge. Reinforced concrete bridge approaches will extend 20.5 feet from each end of the new bridge. Concrete bridge railings and an 8-foot-tall pedestrian fence will be installed on both sides of the new bridge. Concrete bridge rail transitions and new aluminum guardrails will extend for approximately 120 feet in all quadrants of the bridge. A 4-foot-high chain link fence will be installed on both MSE walls. The new bridge will be built on a 275-degree vertical curve and the minimum vertical clearance over the railroad tracks will be 23.6 feet. Please see Appendix B22-B26 for details of the proposed new structure.

N. East St will be reconstructed and the profile grade will be raised to a maximum 8-percent grade in order to elevate the roadway over the railroad tracks. Reconstruction of N. East St will begin at Hill St and will extend to approximately 75 feet north of the intersection with Maple St. The new bridge and reconstructed N. East St will have two 11-foot-wide travel lanes with 2-foot-wide shoulders. The width of N. East St will taper for 33 feet north of Hill St and for 50 feet south of Maple St. At the N. East St and Hill St intersection, the maximum lane widths will be 11.4 feet and 16.6 feet. At the N. East St and Maple St intersection, the maximum lane widths will be 11.6 feet and 15.8 feet. An 8-inch-high combined curb and gutter will be installed along both sides of N. East St. The reconstruction of N. East St will cause the elevation of N. East St at the Maple St intersection to be higher than it currently is, and approximately 140 feet of Maple St will be reconstructed in order to tie into the newly reconstructed and elevated N. East St. The profile grade of Maple St will be raised to a maximum 5-percent grade in order to tie into N. East St. See Appendix G83-G89 for preliminary renderings illustrating the preferred alternative. Following construction, Maple St will be made into a one-way street for westbound traffic between N. East St and Spring St. Maple St is one-way for westbound traffic between Spring St and Falls Avenue located approximately 0.7 mile west of the project area, and converting Maple St to one-way for westbound traffic between N. East St and Spring St will improve consistency in the traffic pattern of Maple St. Please see Appendix B15-B16 and B21-B22 for details of the proposed road reconstruction.

The sidewalk on the east side of N. East St will be reconstructed. The reconstructed sidewalk will be approximately six feet wide and will extend from the northeast quadrant of the N. East St and Hill St intersection to the northern terminus of the project area. On the west side of N. East St, the existing sidewalk will be reconstructed starting in the northwest quadrant of the N. East St and Hill St intersection and extending to the driveway for the residence located at 10 N. East St. The remaining existing sidewalk on the west side of N. East St will be removed and not replaced. The existing curb ramps in the northeast and northwest quadrants of the N. East St and Hill St intersection and in the northwest and southwest quadrants of the N. East St and Maple St intersection will be reconstructed to comply with current ADA standards. A new ADA-compliant curb ramp will be installed on the east side of N. East St opposite the curb ramp in the northwest quadrant of the N. East St and Maple St intersection. Existing sidewalks along Hill St and

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Maple St will be reconstructed as needed to tie into the reconstructed ADA-compliant curb ramps. Please see Appendix B19-B20 for details of the proposed sidewalk and curb ramp reconstruction.

The existing staircases that provide access to the residences at 390 E. Hill St and 402 E. Hill St from the street level sidewalk along N. East St will be reconstructed. The height of the staircases will be adjusted in order to tie into the raised profile of N. East St. An existing retaining wall in front of the residence at 10 N. East St will be removed and replaced since the raised profile of the reconstructed N. East St will be at a higher elevation than the existing wall. The elevation of the new retaining wall will be raised to match the raised profile of N. East St. The driveway at the residence at 10 N. East St will be reconstructed to tie into the raised profile of N. East St. Please see Appendix B27 for details of the retaining wall reconstruction, and please see Slides 31 and 32 in Appendix D94 for photos of the staircases to be reconstructed.

Existing lighting along N. East St will be removed and replaced with standard, cobra-style street lighting spaced along the elevated roadway approximately every 150 feet. Four curb inlets with buried storm sewer pipes connecting to the existing storm sewer system will be installed along N. East St south of the new bridge. A new section of buried storm sewer will be installed under Hill St in front of the residence at 402 E. Hill St. At Maple St, two curb inlets and approximately 50 feet of buried storm sewer pipe will be removed and not replaced. Six new curb inlets with buried storm sewer pipes will be installed around the N. East St and Maple St intersection. These structures will carry stormwater southeast to the existing buried storm sewer located along the north side of the Norfolk Southern railroad tracks. Please see Appendix B17-B18 for details of the proposed drainage structure work.

All utilities within the project area will be relocated prior to the start of bridge and roadway construction.

A total of 10 residential properties will be relocated in order to accommodate the new bridge. The parcels that will be fully acquired and relocated are parcels 2, 3, 4, 5, 6, 7, 8, 9, 11, and 12. The location and addresses of the properties that will be relocated can be seen in Appendix B3 and C50-C51. This project will purchase a total of 1.898 acres of land, which includes the entire parcel for each of the 10 parcels that will be relocated. Of that 1.898 acres, 1.16 acres will be incorporated as new, permanent right-of-way (ROW) and 0.738 acre will become excess land which will become property of the City of Wabash. The permanent ROW required to complete the project is shown with blue lines on the map in Appendix B3. A total of 0.055 acre of temporary ROW (shown with purple lines in Appendix B3) will be acquired by this project. Of this temporary ROW, approximately 0.022 acre will be acquired from the East Wabash Historic District (NR-1916) in order to reconstruct staircases providing access from N. East St to the residences at 390 E. Hill St and 402 E. Hill St (both contributing resources to the East Wabash Historic District) and in order to reconstruct a retaining wall and driveway at the residence at 10 N. East St (a non-contributing resource to the East Wabash Historic District). The remaining temporary ROW will be acquired in order to reconstruct a segment of sidewalk in the northeast quadrant of the N. East St and Maple St intersection that will be disturbed by the reconstruction of N. East St. This project will remove approximately 0.63 acre of trees. Project plans can be seen in Appendix B10-B28. Mitigation is not anticipated to be required for tree clearing and other impacts to terrestrial habitat. All impacts have been minimized to the greatest extent possible by reducing the project area to the minimum area needed to construct the new bridge and to elevate N. East St over the Norfolk Southern Railroad and by completing as much of the work as possible from the existing roadway footprint.

A portion of this project takes place within the NRHP-listed East Wabash Historic District (NR-1916). The new bridge carrying N. East St over the Norfolk Southern Railroad and the new lighting added to the bridge will introduce new visual and lighting elements that will be visible from portions of the East Wabash Historic District. Due to this, a Section 106 review determined that this project will have an "Adverse Effect" on the East Wabash Historic District. The temporary ROW that will be acquired from the East Wabash Historic District (NR-1916) is considered temporary occupancy according to criteria set by Section 4(f) of the U.S. Department of Transportation Act of 1966 and will not result in an adverse impact to the district (Appendix D1-D2). Details of the Section 106 review can be found in the Cultural Resources section of this document and in Appendix D.

By constructing a new bridge and elevating N. East St over the Norfolk Southern Railroad, this alternative will provide a grade-separated crossing that is adequately sized to efficiently accommodate traffic, including emergency vehicles, within the City of Wabash. This alternative will meet the purpose and need of the project by providing a reliable crossing at the Norfolk-Southern rail line within the City of Wabash and by ensuring access to all public and private services for the residents of Wabash during long passing train and stopped train events.

The maintenance of traffic (MOT) plan will require a road closure for the portion of N. East St included in this project. A detour route will be marked along Maple St, Allen St, and Hill St. The sidewalks along N. East St and Maple St will be closed within the project area and a pedestrian detour using Elm St, N. Spring St, and E. Hill St will be marked. The vehicle and pedestrian MOT plans can be seen in Appendix B13-B14.

Logical Termini/Independent Utility:

The project termini for the bridge construction and the roadway reconstruction along N. East St begin at the intersection of N. East St

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and Hill St and extend north to approximately 75 feet north of Maple St. The termini for drainage improvements along Hill St begin at the N. East St and Hill St intersection and extend approximately 140 feet east. The termini for roadway reconstruction work along Maple St begins at the N. East St and Maple St intersection and extend approximately 140 feet west. These termini were determined by necessary geometries of raising the roadway profile to construct a new bridge to carry N. East St over the Norfolk Southern Railroad. The project termini include all improvements to drainage and pedestrian infrastructure, as well as all areas of incidental construction and driveway reconstruction. This project does not rely on any other projects for completion. Therefore, this project has logical termini and independent utility.

OTHER ALTERNATIVES CONSIDERED:

Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.

In addition to the preferred alternative, five additional grade-separation alternatives and a Do Nothing alternative were considered. No underpass alternatives were considered due to the existing topography of the City of Wabash. The existing rail line sits in a valley through Wabash, favoring an overpass at each alternative location. Underpasses are also less desirable per the Indiana Design Manual (IDM) 402-6.0. A summary comparison of all considered alternatives can be found in the table below and in Appendix I8-I32. A graphic showing the considered alternatives in relation to historic resources can be seen in Appendix B5.

Wabash Street over Norfolk Southern Railroad

This alternative consists of the reconstruction of Wabash St to provide a grade separated crossing over the railroad. Wabash St, also known as SR 13/SR 15, travels north-south and is classified as an Urban Minor Arterial. In 2017, Wabash St had an Average Annual Daily Traffic (AADT) of 9,407 vehicles per day (VPD). This alternative would extend between Canal St and Maple St, and it would raise the profile grade of Wabash St and construct a new bridge to carry Wabash St over the Norfolk Southern Railroad. Within the project area, Wabash St is mostly within the Downtown Wabash Historic District (NR-0799), but it is also within the West Wabash Historic District (NR-0891) and the East Wabash Historic District (NR-1916).

The reconstruction of Wabash St would impact parcels in the East Wabash Historic District (NR-1916), one of which is rated as Outstanding in the Indiana Historic Bridges, Buildings, and Cemetery Map (IHBBC Map), which includes the results of the Indiana Historic Sites and Structures Inventory (IHSSI). Reconstruction of Wabash St would also impact several properties in the Downtown Wabash Historic District (NR-0799) and the West Wabash Historic District (NR-0891). This alternative would also impact two properties that are individually listed on the National Register of Historic Places (NRHP): the Solomon Wilson Building (NR-0581), located at 102 S Wabash St, and the James Amoss Building (NR-0582), located at 110 S Wabash St. The reconstruction of Wabash St would potentially require four individual Section 4(f) evaluations in accordance with Section 4(f) of the US Department of Transportation Act, which affords protection of certain public lands and historic resources.

Canal St, Market St, Main St, Hill St, and Sinclair St would all need to be reconstructed and their profile grades would need raised in order to tie into the newly reconstructed Wabash St. This would have a large negative impact on east-west mobility through Wabash during construction. This would also extend the project area further into the Downtown Wabash Historic District (NR-0799), the West Wabash Historic District (NR-0891), and the East Wabash Historic District (NR-1916), creating additional impacts to historic resources.

Other resources that may be affected by this alternative include the Downtown Cultural Trail, a planned trail along Wabash St, Hill St, and Canal St and the Wabash County Courthouse located in the southwest quadrant of the Wabash St and Hill St intersection. Several hazardous material concerns including underground storage tanks (USTs), leaking underground storage tanks (LUSTs), a Resource Conservation and Recovery Act (RCRA) site, a Voluntary Remediation site, and a Brownfield site are located within the proposed project area for this alternative and would require investigation to determine what impacts these may have on the proposed project.

The estimated length of the project area along Wabash St is 1,705 feet, and it is estimated that this alternative would require permanent ROW or significant damages payments from 43 parcels for the reconstruction of Wabash St only. Additional ROW and/or damages payments would be required for the reconstruction of Canal St, Market St, Main St, Hill St, and Sinclair St, and properties along these streets will potentially have access cut-off due to the raise in profile grade of the streets in order to tie into the raised profile of Wabash St. This alternative would likely also require the construction of Mechanically Stabilized Earth (MSE) walls directly adjacent to the Wabash County Courthouse.

This alternative would meet the purpose and need of the project by providing a reliable crossing at the Norfolk-Southern rail line within the City of Wabash and by ensuring access to all public and private services in Wabash during stopped train events or long passing trains. However, compared to the other alternatives considered, this alternative would have the longest project area and would require ROW from the highest number of parcels. This alternative would also impact three different historic districts as well as

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two resources that are individually listed on the NRHP, requiring multiple individual Section 4(f) evaluations. One planned trail, the Wabash County Courthouse, and several hazardous material concern sites may also be impacted by this alternative. Additionally, this alternative would require reconstruction of five cross streets, which would create additional impacts to historic resources and social services and would cause greater disruptions to traffic in Wabash during construction. Due to these factors, it was determined that this alternative was not feasible; therefore, this alternative was removed from further consideration.

Further details about this alternative and a graphic showing the proposed project area for Wabash St can be found in Appendix I19-I20.

Huntington St over Norfolk Southern Railroad

This alternative consists of the reconstruction of Huntington St to provide a grade separated crossing over the railroad. Huntington St travels north-south and is classified as an Urban Local Street. This alternative would extend between Main St and Maple St, and it would raise the profile grade of Huntington St and construct a new bridge to carry Huntington St over the Norfolk Southern Railroad. Within the project area, Huntington St is entirely within the East Wabash Historic District (NR-1916).

The reconstruction of Huntington St would impact at least 18 parcels within the East Wabash Historic District (NR-1916). Hill St, Sinclair St, and Maple St would all need to be reconstructed and their profile grades would need raised in order to tie into the newly reconstructed Huntington St. This would have a large negative impact on east-west mobility through Wabash during construction. This would also extend the project further into the East Wabash Historic District (NR-1916), potentially creating additional impacts to historic resources. This alternative would permanently incorporate portions of the East Wabash Historic District (NR-1916) into a transportation facility and would potentially require an individual Section 4(f) evaluation.

No hazardous material concern sites were identified within the project area associated with this alternative; however, hazardous material concern sites located on Market St and Wabash St would need to be researched in order to determine if any contamination present extends into the project area.

The estimated length of this alternative along Huntington St is 1,042 feet, and it is estimated that this alternative would require permanent ROW or significant damages payments from 18 parcels for the reconstruction of Huntington St only. Additional ROW and/or damages payments would be required for the reconstruction of Hill St, Sinclair St, and Maple St, and properties along these streets will potentially have access cut-off due to the raise in profile grade of the streets in order to tie into the raised profile of Huntington St.

This alternative would meet the purpose and need of the project by providing a reliable crossing at the Norfolk-Southern rail line within the City of Wabash and by ensuring access to all public and private services in Wabash during stopped train events or long passing trains. However, compared to the other alternatives within the East Wabash Historic District (NR-1916) considered, reconstruction of Huntington St would impact the greatest number of properties located within the East Wabash Historic District (NR-1916). Additionally, this alternative would require reconstruction of three cross streets, which would create additional impacts to historic resources and would cause greater disruptions to traffic in Wabash during construction. Due to these factors, it was determined that this alternative was not feasible; therefore, this alternative was removed from further consideration.

Further details about this alternative and a graphic showing the proposed project area for Huntington St can be found in Appendix I21-I22.

Allen St over Norfolk Southern Railroad

This alternative consists of the reconstruction of Allen St to provide a grade separated crossing over the railroad. Allen St travels north-south and is classified as an Urban Major Collector. This alternative would extend between Main St and Maple St, and it would raise the profile grade of Allen St and construct a new bridge to carry Allen St over the Norfolk Southern Railroad. Within the project area, Allen St is mostly within the East Wabash Historic District (NR-1916).

The reconstruction of Allen St would impact at least 17 parcels within the East Wabash Historic District (NR-1916). Hill St, Sinclair St, and Maple St would all need to be reconstructed and their profile grades would need raised in order to tie into the newly reconstructed Allen St. This would have a large negative impact on east-west mobility through Wabash during construction. This would also extend the project further into the East Wabash Historic District (NR-1916), potentially creating additional impacts to historic resources. This alternative would permanently incorporate portions of the East Wabash Historic District (NR-1916) into a transportation facility and would potentially require an individual Section 4(f) evaluation.

While no hazardous material concern sites were identified within the proposed project area for this alternative, one former landfill, the Wabash Burning Dump, was identified near the southern terminus of the proposed project area at the intersection of Allen St and Market St.

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The estimated length of this alternative along Allen St is 1,278 feet, and it is estimated that permanent ROW or significant damages payments would be required from 19 parcels for the reconstruction of Allen St. Additional permanent ROW and/or damages payments would be required for the reconstruction of Main St, Hill St, Sinclair St, and Maple St, and properties along these streets will potentially have access cut-off due to the raise in profile grade of the streets in order to tie into the raised profile of Allen St.

This alternative would meet the purpose and need of the project by providing a reliable crossing at the Norfolk-Southern rail line within the City of Wabash and by ensuring access to all public and private services in Wabash during stopped train events or long passing trains. However, compared to the other alternatives considered, reconstruction of Allen St would require a long project area and it would impact a high number of properties located within a historic district. Additionally, this alternative would require reconstruction of four cross streets, which would create additional impacts to historic resources and would cause greater disruptions to traffic in Wabash during construction. Due to these factors, it was determined that this alternative was not feasible; therefore, this alternative was removed from further consideration.

Further details about this alternative and a graphic showing the proposed project area for Allen St can be found in Appendix I23-I24.

Spring St over Norfolk Southern Railroad

This alternative consists of the reconstruction of Spring St to provide a grade separated crossing over the railroad. Spring St travels north-south and is classified as an Urban Local Street. This alternative would begin a little north of Main St and would extend to Maple St. This alternative would raise the profile grade of Spring St and it would construct a new bridge to carry Spring St over the Norfolk Southern Railroad. Within the project area, Spring St is mostly within the East Wabash Historic District (NR-1916).

The reconstruction of Spring St would impact at least 10 parcels within the East Wabash Historic District (NR-1916). Hill St, Sinclair St, and Maple St would all need to be reconstructed and their profile grades would need raised in order to tie into the newly reconstructed Spring St. This would have a large negative impact on east-west mobility through Wabash during construction. This would also extend the project further into the East Wabash Historic District (NR-1916), potentially creating additional impacts to historic resources. This alternative would permanently incorporate portions of the East Wabash Historic District (NR-1916) into a transportation facility and would potentially require an individual Section 4(f) evaluation.

No hazardous material concern sites or public facilities and services were identified within the proposed project area for this alternative.

The estimated length of this alternative along Spring St is 1,040 feet, and it is estimated that permanent ROW or significant damages payments would be required from 15 parcels for the reconstruction of Spring St. Additional permanent ROW and/or damages payments would be required for the reconstruction of Hill St, Sinclair St, and Maple St, and properties along these streets will potentially have access cut-off due to the raise in profile grade of the streets in order to tie into the raised profile of Spring St.

This alternative would meet the purpose and need of the project by providing a reliable crossing at the Norfolk-Southern rail line within the City of Wabash and by ensuring access to all public and private services in Wabash during stopped train events or long passing trains. However, compared to the other alternatives considered, reconstruction of Spring St would impact a high number of properties located within a historic district. Additionally, this alternative would require reconstruction of three cross streets, which would create additional impacts to historic resources and would cause greater disruptions to traffic in Wabash during construction. Due to these factors, it was determined that this alternative was not feasible; therefore, this alternative was removed from further consideration.

Further details about this alternative and a graphic showing the proposed project area for Spring St can be found in Appendix I25-I26.

Washington St over Norfolk Southern Railroad

This alternative consists of the reconstruction of Washington St to provide a grade separated crossing over the railroad. Washington St travels north-south and is classified as an Urban Local Street. Washington St currently ends in a dead end on the north side of the railroad, and this alternative would extend Washington St, constructing a new bridge to carry Washington St over the Norfolk Southern Railroad and a new intersection at Hill St. The profile grade of the existing portion of Washington St would be raised. Most of the project area associated with this alternative is outside the limits of the East Wabash Historic District (NR-1916).

This alternative would impact two parcels within the East Wabash Historic District (NR-1916). Hill St and Elm St would need to be reconstructed and their profile grades would need raised in order to tie into the newly reconstructed/extended Washington St. This would extend the project area, but it would not likely result in additional impacts to the East Wabash Historic District (NR-1916). This alternative would permanently incorporate portions of the East Wabash Historic District (NR-1916) into a transportation facility, and it

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would potentially require an individual Section 4(f) evaluation.

No hazardous material concern sites that may impact the project were identified in or adjacent to the proposed project area, but this alternative would impact Hanna Park, a public park and Section 4(f) resource. This alternative would permanently incorporate portions of Hanna Park into a transportation facility and would require a Section 4(f) evaluation.

The estimated length of this alternative along Washington St is 1,380 feet, and it is estimated that permanent ROW or significant damages payments would need to be acquired from 24 parcels for the reconstruction of Washington St and Hill St. Additional ROW and/or damages payments would be required along Elm St to tie into the newly reconstructed Washington St, and properties along these streets will potentially have access cut-off due to the raise in profile grade of the streets in order to tie into the raised profile of Washington St.

This alternative would meet the purpose and need of the project by providing a reliable crossing at the Norfolk-Southern rail line within the City of Wabash and by ensuring access to all public and private services in Wabash during stopped train events or long passing trains. However, compared to the other alternatives considered, reconstruction of Washington St would have the second longest overall project length and would require ROW from the second highest number of parcels. This alternative would also impact Hanna Park, a public park and Section 4(f) resource. Additionally, this alternative would require reconstruction of two cross streets in order to tie into the newly reconstructed/extended Washington St, causing greater disruption to traffic operations. Compared to other alternatives considered, this alternative minimizes impacts to cultural and historic resources; therefore, this alternative was considered feasible. However, since this alternative would impact Hanna Park and would require ROW acquisition from a high number of properties compared to other alternatives considered, this alternative was removed from further consideration.

Further details about this alternative and a graphic showing the proposed project area for Washington St can be found in Appendix I29-I30.

Summary Table of All Alternatives (Excluding Do Nothing)

Alternative	Project Length (ft)	Total number of parcels ROW will be acquired from for bridge construction	Number of parcels within the East Wabash Historic District (NR-1916) that will be impacted	Number of Historic Districts Affected	Number of Individually Listed NRHP Properties Impacted	Number of Cross Streets that will need reconstruction
Wabash St	1705	43	2	3	2	5
Huntington St	1042	18	18	1	0	3
Allen St	1278	19	17	1	0	4
Spring St	1040	15	10	1	0	3
East St (preferred)	865	18	3	1	0	1
Washington St	1380	24	1	1	0	2

No Build

A No Build alternative was considered. This alternative would allow the existing roadway and crossings to remain in place with no improvements, which will result in continued at-grade crossings and blocked emergency vehicles when long trains pass through Wabash and during stopped train events. This alternative does not meet the need, nor does it achieve the purpose of the project. Therefore, this alternative was discarded from further consideration.

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The No Build Alternative is not feasible, prudent or practicable because (Mark all that apply):

- It would not correct existing capacity deficiencies;
- It would not correct existing safety hazards;
- It would not correct the existing roadway geometric deficiencies;
- It would not correct existing deteriorated conditions and maintenance problems; or
- It would result in serious impacts to the motoring public and general welfare of the economy.
- Other (Describe): It would not provide a reliable crossing at the Norfolk-Southern rail line within the City of Wabash and it would not ensure access to public services during periods of long and/or stopped trains.

X

ROADWAY CHARACTER:

If the proposed action includes multiple roadways, complete and duplicate for each roadway.

Name of Roadway N. East St
 Functional Classification: Major Collector
 Current ADT: 995 VPD (2023) Design Year ADT: 995 VPD (2043)
 Design Hour Volume (DHV): 90 Truck Percentage (%) 1.11
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing	Proposed
Number of Lanes:	3	3
Type of Lanes:	Through (2 lanes); Parking (1 lane)	Through (2 lanes); Parking (1 lane)
Pavement Width:	32.5 ft.	28 ft.
Shoulder Width:	N/A ft.	2 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	5 ft.	6.2 ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

*The setting and topography is the same for all roadways included in this project.

Name of Roadway Hill St
 Functional Classification: Major Collector
 Current ADT: 985 VPD (2023) Design Year ADT: 985 VPD (2043)
 Design Hour Volume (DHV): 100 Truck Percentage (%) 1.8
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing	Proposed
Number of Lanes:	3	3
Type of Lanes:	Through (1 lane); Parking (2 lanes)	Through (1 lane); Parking (2 lanes)
Pavement Width:	28 ft.	28 ft.
Shoulder Width:	N/A ft.	N/A ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	5 ft.	5 ft.

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Name of Roadway	<u>Maple St</u>			
Functional Classification:	<u>Local Street</u>			
Current ADT:	<u>190</u>	<u>VPD (2023)</u>	Design Year ADT:	<u>190</u>
Design Hour Volume (DHV):	<u>16</u>	<u>Truck Percentage (%)</u>		<u>1.0</u>
Designed Speed (mph):	<u>30</u>	<u>Legal Speed (mph):</u>		<u>30</u>

	Existing	Proposed
Number of Lanes:	3	3
Type of Lanes:	Through (1 lane); Parking (2 lanes)	Through (1 lane); Parking (2 lanes)
Pavement Width:	28 ft.	28 ft.
Shoulder Width:	N/A ft.	N/A ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	5 ft.	5 ft.

BRIDGES AND/OR SMALL STRUCTURE(S):

If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s):	*New Bridge Construction* <u>Wabash County Bridge Number 918</u>	Sufficiency Rating:	<u>N/A</u>
			<small>(Rating, Source of Information)</small>

	Existing	Proposed
Bridge/Structure Type:	N/A	Single Span Composite Weathering Steel Plate Girder Bridge
Number of Spans:	N/A	1
Weight Restrictions:	N/A ton	N/A ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	N/A ft.	26.2 ft.
Outside to Outside Width:	N/A ft.	35 ft.
Shoulder Width:	N/A ft.	2 ft.

Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.

This project involves the construction of a new bridge to carry N. East St over the Norfolk Southern Railroad. Currently, the N. East St crossing at the railroad is an at-grade crossing. The new structure will be a single-span composite steel plate girder bridge with a length of 129 feet, a total width of 35 feet, and a clear roadway width of 26.2 feet, with 2-foot-wide shoulders and a 6.2-foot-wide sidewalk on the east side of the structure only. Integral end bents and MSE walls will be constructed at both ends of the new bridge. Reinforced concrete bridge approaches will extend 20.5 feet from each end of the new bridge. Concrete bridge railings and an 8-foot-tall pedestrian fence will be installed on both sides of the new bridge. Concrete bridge rail transitions and new aluminum guardrails will extend for approximately 120 feet in all quadrants of the bridge. A 4-foot-high chain link fence will be installed on both MSE walls. The new bridge will be built on a 275-degree vertical curve and the minimum vertical clearance over the railroad tracks will be 23.6 feet. The new bridge number will be Wabash County Bridge Number 918. Please see Appendix B22-B26 for details of the proposed new bridge construction.

Four curb inlets with buried storm sewer pipes will be installed along N. East St south of the new bridge. Storm drainage from these structures will be carried south to a new section of buried storm sewer that will be installed under E. Hill St and will connect to the existing storm sewer in front of 402 E. Hill St. At Maple St, two curb inlets and approximately 50 feet of buried storm sewer pipe will be removed and not replaced. Six new curb inlets with buried storm sewer pipes will be installed around the N. East St and Maple St

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intersection. These structures will carry stormwater southeast to the existing buried storm sewer located along the north side of the Norfolk Southern railroad tracks. Please see Appendix B17-B18 for details of the proposed drainage structure work.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.

The MOT for the project will require a road closure of N. East St in the vicinity of the project. A detour utilizing Elm St, Allen St, and Hill St is expected. The detour length is approximately 0.6 mile. It is expected that N. East St will be closed for approximately 12 months while this project is constructed. Access will be maintained for all properties in the project area that will not be relocated. Please see Appendix B13 for the MOT plan.

Sidewalks along N. East St will also be closed in the project area for the duration of construction (approximately 12 months). A pedestrian detour will be marked and will reroute pedestrians to existing sidewalks along E. Hill St, N. Spring St, and Elm St. Please see Appendix B14 for the non-motorized MOT plan.

The closures/lane restrictions will post a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 938,995 (2022-2023) Right-of-Way: \$ 2,194,075 (2022-2023) Construction: \$ 5,387,735 (2023-2024)

Anticipated Start Date of Construction: Summer 2024

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	1.898	0.033
Commercial	0	0
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other: East Wabash Historic District (NR-1916)	0	0.022
Other:	0	0
TOTAL	1.898	0.055

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Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition, reacquisition or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.

A total of 1.898 acres of land will be acquired in order to construct the new bridge over the Norfolk Southern Railroad. The total land acquisition includes the totality of the residential parcels that will be fully acquired and relocated (Parcels 2, 3, 4, 5, 6, 7, 8, 9, 11, and 12). Of that 1.898 acres, 1.16 acres will be incorporated as new, permanent right-of-way (ROW) and 0.738 acre will become excess land which will become property of the City of Wabash. The permanent ROW required to complete the project is shown with blue lines on the map in Appendix B3. A total of 0.055 acre of temporary ROW will be acquired in order to reconstruct two residential drives, two staircases providing access to residences from N. East St, and to reconstruct a segment of sidewalk in the northeast quadrant of the N. East St and Maple St intersection that will be disturbed by the reconstruction of N. East St. The areas where temporary ROW will be acquired are shown with purple lines in the map in Appendix B3. All new permanent and temporary ROW will be acquired from residential properties. Ten residential properties will be fully acquired and relocated. See Appendix B3 for a map and table showing the residences that will be acquired and the ROW acquisition per parcel.

There will be a total of 0.022 acre (956 square feet) of temporary ROW required from small portions of the East Wabash Historic District (NR-1916) to allow for driveway and property access improvements. Please refer to the *Cultural Resources* and *Section 4(f)* Sections of this CE for a summary of the Section 106 review and Appendix D for the associated documentation.

Within the historic district, temporary ROW will be acquired from:

- 10 N. East St, Parcel 17—non-contributing resource (0.019 acre/836 square feet)
- 390 E. Hill St, Parcel 18—contributing resource (0.002 acre/65 square feet)
- 402 E. Hill St, Parcel 19—contributing resource (0.001 acre/55 square feet)

The total existing maximum and typical ROW width, including the roadways, within the project area is approximately 50 feet wide along N. East St and approximately 65 feet wide along Hill St and Maple St. Existing ROW within the project area consists of the roadways, sidewalks, and maintained lawn. After construction, ROW width along N. East St will vary, with the maximum width being approximately 250 feet and the minimum width being approximately 65 feet. No ROW will be acquired along Hill St or Maple St; therefore, the typical and maximum ROW widths will remain the same as existing.

The City of Wabash, with administrative oversight from INDOT, will complete advance acquisition of ROW from a total of 13 parcels. Permanent ROW will be acquired from 12 parcels (Parcels 1, 4, 6, 7, 8, 9, 10, 11, 12, 13, 16) and temporary ROW from two parcels (Parcels 13, and 15). Please note that both permanent and temporary ROW will be acquired from Parcel 13. Parcels 2 and 3 have already been acquired using state and local funds only. Parcels 17, 18, and 19 are within the East Wabash Historic District (NR-1916) and were not included in the advance acquisition. Acquisition of parcels 17, 18, and 19 will begin only after final approval of the environmental document. Please see Appendix B3 for a map showing these parcels and the ROW acquisition required from each and Appendix I114 for a table detailing the ROW acquisition and damages and relocations payments anticipated.

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21) regulations, advance acquisition of ROW from these parcels is possible. A MAP-21 CE document and an Additional Information (AI) document for the MAP-21 CE was prepared prior to beginning the early acquisition process. The MAP-21 CE document was approved by INDOT Environmental Services Division (ESD) on November 10, 2022, and the AI document to the MAP-21 CE document was approved by INDOT ESD on March 1, 2023. Please see Appendix I108-I131 for the MAP-21 CE document. All ROW will be purchased in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (the Uniform Act).

If the scope of work or permanent or temporary right-of-way amounts change, the INDOT ESD and the INDOT District Environmental Section will be contacted immediately.

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Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were sent on October 5, 2021, January 25, 2022, January 26, 2022, and November 25, 2022 (Appendix C1-C4).

Agency	Date Sent	Date Response Received	Appendix
FHWA	October 5, 2021	No Response	N/A
Indiana Geological and Water Survey (IGWS)	January 25, 2022	January 25, 2022	Appendix C12-C14
Indiana Dept. of Natural Resources, Division of Fish and Wildlife (IDNR-DFW)	October 5, 2021	November 1, 2021	Appendix C10-C11
Indiana Dept. of Environmental Management (IDEM), Wetland and Stormwater Section	January 25, 2022	No Response	N/A
IDEM Office of Land Quality	January 25, 2022	February 3, 2022	Appendix C15
US Dept. of Housing and Urban Development (HUD)	October 5, 2021	No Response	N/A
INDOT ESD	October 5, 2021	No Response	N/A
INDOT Project Manager	October 5, 2021	No Response	N/A
US Fish and Wildlife Service (USFWS)	October 5, 2021, November 7 and 28, 2022	October 26, 2021, November 28, 2022	Appendix C8-C9, C16-C17
INDOT Office of Aviation	October 5, 2021	October 6, 2021	Appendix C6
INDOT Railroad and Utilities	October 5, 2021	No Response	N/A
Natural Resource Conservation Service (NRCS)	October 5, 2021	October 14, 2021	Appendix C7
US Army Corps. of Engineers (USACE)	October 5, 2021	No Response	N/A
Wabash Mayor's Office	October 5, 2021	No Response	N/A
Wabash City Council	October 5, 2021	No Response	N/A
Wabash Ambulance Dept.	October 5, 2021	No Response	N/A
Wabash Building Dept.	October 5, 2021	No Response	N/A
Wabash Fire Dept.	October 5, 2021	No Response	N/A
Wabash Parks Dept.	October 5, 2021	No Response	N/A
Wabash Police Dept.	October 5, 2021	No Response	N/A
Wabash Street Dept.	October 5, 2021	No Response	N/A
Wabash City Schools	October 5, 2021	No Response	N/A
IDNR, Outdoor Recreation	October 5, 2021	October 6, 2021	Appendix C5
Wabash Wastewater Dept.	January 26, 2022	No Response	N/A
Parkview Wabash Hospital	November 25, 2022	No Response	N/A

Resource specific recommendations are included in the applicable sections of this CE document, and all applicable recommendations are included in the *Environmental Commitments* section of this CE document.

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SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

- Federal Wild and Scenic Rivers
- State Natural, Scenic or Recreational Rivers
- Nationwide Rivers Inventory (NRI) listed
- Outstanding Rivers List for Indiana
- Navigable Waterways

Presence

Impacts

<u>Yes</u>	<u>No</u>

Total stream(s) in project area: N/A Linear feet Total impacted stream(s): N/A Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
N/A	N/A	N/A	N/A	N/A

Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B3), and the red flag investigation (RFI) report (Appendix E3, E9), there are eight streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There are no streams, rivers, watercourses, or other jurisdictional features within or adjacent to the project area, which was confirmed by the site visit on July 21, 2021, by SJCA Inc. Therefore, no impacts are expected.

There are no Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory (NRI) waterways present in the project area. The Wabash River is located approximately 0.16 mile (1,285 feet) south of the project area; the Wabash River is listed as an Outstanding River for Indiana, and it is a traditionally navigable waterway in Wabash County.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by the INDOT Ecology and Waterway Permitting Office (EWPO) on August 25, 2021. Please refer to Appendix F2-F25 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that there are no streams within or adjacent to the project area. The USACE makes all final determinations regarding jurisdiction.

The USFWS early coordination response letter dated October 26, 2021, indicated that two federally endangered mussel species (discussed below in Protected Species section) are present in the Wabash River in the vicinity of the City of Wabash. Protecting water quality in the Wabash River is vital for the conservation of these species and strict erosion control measures will be needed at the construction site. Because of the endangered mussel species, it is imperative that no pollutants of any kind reach the Wabash River due to this project. This includes the spilling of petroleum products or other chemicals from the machinery/equipment being used. Emergency response equipment and spill containment materials must be maintained at the project site (Appendix C8-C9). These recommendations are included as Firm Commitments in the *Environmental Commitments* section of this CE document. The IDNR-DFW responded to the early coordination letter on November 1, 2021, with a recommendation to use appropriately designed measures for controlling erosion and sediment to prevent sediment from entering the Wabash River (Appendix C10-C11). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

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Open Water Feature(s)	Presence	Impacts	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retention/Detention Basin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B3), and the RFI report (Appendix E3, E9), there are no open water features within the 0.5-mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by the site visit on July 21, 2021, by SJCA Inc. Therefore, no impacts are expected.

A Waters of the U.S. Determination / Wetland Delineation Report was approved by the INDOT EWPO on August 25, 2021. Please refer to Appendix F2-F25 for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that no open water features are located within or adjacent to the project area. The USACE makes all final determinations regarding jurisdiction.

Wetlands	Presence	Impacts	
		Yes	No
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total wetland area: N/A Acre(s) Total wetland area impacted: N/A Acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
N/A	N/A	N/A	N/A	N/A

Wetlands (Mark all that apply)	Documentation	ESD Approval Dates
	Wetland Determination	<input checked="" type="checkbox"/>
Wetland Delineation	<input type="checkbox"/>	
USACE Isolated Waters Determination	<input type="checkbox"/>	

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

- Substantial adverse impacts to adjacent homes, business or other improved properties;
- Substantially increased project costs;
- Unique engineering, traffic, maintenance, or safety problems;
- Substantial adverse social, economic, or environmental impacts, or
- The project not meeting the identified needs.

Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B3), and the RFI report (Appendix E3, E9), there are two wetlands within the 0.5-mile search radius. There are no wetlands within or adjacent to the project area, which was confirmed by the site visit on July 21, 2021, by SJCA Inc. Therefore, no impacts are expected.

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A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by the INDOT EWPO on August 25, 2021. Please refer to Appendix F2-F25 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that there are no wetlands within or adjacent to the project area. The USACE makes all final determinations regarding jurisdiction.

Terrestrial Habitat	Presence	Impacts	
		Yes	NO
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total terrestrial habitat in project area: 1.6 Acre(s) Total tree clearing: 0.63 Acre(s)

Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.

Based on a desktop review, the site visit on July 21, 2021, by SJCA Inc., and the aerial map of the project area (Appendix B3), the railroad corridor is bound by forested embankments on both the north and south sides of the railroad. The dominant vegetation along these embankments includes American elm (*Ulmus americana*), black walnut (*Juglans nigra*), sugar maple (*Acer saccharum*), and Eastern redbud (*Cercis canadensis*) in the tree stratum. The saplings and shrubs on the embankments consist of Amur honeysuckle (*Lonicera maackii*), Japanese honeysuckle (*Lonicera japonica*), and slippery elm (*Ulmus rubra*). The herbaceous stratum included Amur honeysuckle, Japanese honeysuckle, and multiflora rose (*Rosa multiflora*). The project will raise the profile of N. East St and it will separate the railroad grade crossing on N. East St by constructing a bridge to carry the roadway over the Norfolk Southern Railroad. Pedestrian and non-motorized infrastructure will also be updated. A total of 1.6 acres of terrestrial habitat will be disturbed by this project. It is expected that 0.63 acre of tree removal will be needed to complete this project. These impacts are unavoidable, but they have been minimized to the greatest extent possible. Impacts are only avoidable with the No Build alternative, which would not meet the purpose and need of the project. It is not anticipated that mitigation for these impacts will be required.

The USFWS responded on October 26, 2021, stating that strict erosion control measures will be needed at the construction site in order to protect the water quality of the Wabash River (Appendix C8-C9). The IDNR-DFW responded on November 1, 2021, with recommendations to avoid removing urban trees to the greatest extent possible and to develop a mitigation plan for any unavoidable habitat impacts and that impacts to non-wetland forest under one acre in an urban setting should be mitigated by planting five trees, at least two inches in diameter-at-breast height (dbh), for each tree which is removed that has a dbh of 10 inches or greater or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted. Additional recommendations from the IDNR-DFW include to revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon project completion; to minimize and contain with the project limits all tree and brush clearing; to not cut any trees suitable for the Indiana bat or Northern Long-eared bat roosting from April 1 through September 30; to seed and protect all disturbed slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven/Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife; and to seed and apply to mulch to all other disturbed areas (Appendix C10-C11). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

Protected Species

Federally Listed Bats

Information for Planning and Consultation (IPaC) determination key completed
 Section 7 informal consultation completed (IPaC cannot be completed)
 Section 7 formal consultation Biological Assessment (BA) required

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Determination Received for Listed Bats from USFWS: NE NLAA LAA

Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)
 State species (not bird) found in project area (based upon consultation with IDNR)

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Migratory Birds

Known usage or presence of birds (i.e. nests)
State bird species based upon coordination with IDNR

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.

Based on a desktop review and the RFI report (Appendix E1-E11), completed by SJCA Inc. on September 27, 2021, the IDNR Wabash County Endangered, Threatened, and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated November 1, 2021 (Appendix C10-C11), the Natural Heritage Program's Database has been checked and states that six mussel species have been documented in the Wabash River within 0.5-mile of the project area:

- Fanshell (*Cyprogenia stegaria*); federal & state endangered
- Snuffbox (*Epioblasma triquerta*); federal & state endangered
- Rayed bean (*Villosa fabalis*); federal & state endangered
- Round hickorynut (*Obovaria subrotunda*); state endangered
- Black sandshell (*Ligumia recta*); state special concern
- Ohio pigtoe (*Pleurobema cordatum*); state special concern

In their November 1, 2021 early coordination response letter, the IDNR-DFW states that they do not foresee any impacts to the mussel species above as a result of this project (Appendix C10-C11). An INDOT 0.5-mile bat review occurred on April 1, 2021, and did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C19-C34). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were generated in the IPaC species list along with the Indiana bat and the NLEB. Please see paragraph below.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, FRA, Federal Transit Administration (FTA), and USFWS. An inspection of the exterior of 18 buildings occurred on July 21, 2021, and no signs of bats or birds were found using any structure (Appendix C49-C51). An effect determination key was completed on September 23, 2022, and based on the responses provided, the project was found to "may affect, but is not likely to adversely affect" the Indiana bat and/or the NLEB (Appendix C35-C48). INDOT reviewed and verified the effect finding on September 23, 2022, and requested USFWS's review of the finding. No response was received from the USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) relating to lighting, tree removal, and ensuring all operators, employees, and contractors working in areas of known or presumed bad habitat are aware of all environmental commitments were provided. AMMs are included as firm commitments in the *Environmental Commitments* section of this document.

The official species list generated from IPaC indicated one other endangered species present within the project area: the fanshell mussel. The USFWS early coordination response letter dated October 26, 2021, stated that the project is within the range of the federally endangered fanshell mussel and sheepsnose mussel (*Plethobasus cyphus*) and that both mussel species are present in the Wabash River in the vicinity of the City of Wabash (Appendix C8-C9). Protecting the water quality in the Wabash River is vital for the conservation of these species, and strict erosion control measures will be needed at the construction site. Because of these mussel species, it is imperative that no pollutants of any kind reach the Wabash River due to this project. This includes the spilling of petroleum products or other chemicals from the machinery/equipment being used. Emergency response equipment and spill containment materials must be maintained at the project site. These recommendations are included as firm commitments in the *Environmental Commitments* section of this CE. The October 26, 2021, USFWS early coordination response letter requested additional coordination when project plans were more advanced. Additional coordination was sent to USFWS on November 7 and 28, 2022. The USFWS responded on November 28, 2022, stating that identification of the sheepsnose mussel as present in the Wabash River was incorrect, and the USFWS database has been updated to reflect that the sheepsnose mussel is not present in the Wabash River. The USFWS also stated that the project as currently planned will be sufficiently protective of the endangered fanshell mussel, and the USFWS agrees that the project is not likely to adversely affect the fanshell mussel (Appendix C16-C17). The Monarch butterfly (*Danaus plexippus*) is listed as a candidate for federal listing and the Whooping Crane (*Grus americana*) is listed as an experimental population; no further coordination regarding these species is required at this time.

A total of 18 buildings (including homes, garages, and other outbuildings) associated with 10 residential properties will be removed as a result of this project. Prior to any demolition, the structures will be inspected for bats or evidence of bats. If bats, or evidence of bats, are found, coordination will occur with INDOT ESD and USFWS before demolition may occur. If further coordination is needed, no demolition shall occur until coordination is concluded with INDOT ESD and USFWS. This firm commitment is included in the

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Environmental Commitments section of this document.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

Geological and Mineral Resources

Project located within the Indiana Karst Region
 Karst features identified within or adjacent to the project area
 Oil/gas or exploration/abandoned wells identified in the project area

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): N/A

Discuss if project is located in the Indiana Karst Region and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the US Geological Survey (USGS) topographic map of the project area (Appendix B2) and the RFI report (Appendix E3, E9), there are no karst features identified within or adjacent to the project area. In the early coordination response dated January 25, 2022, the IGWS did not indicate that karst features exist in the project area (Appendix C12-C14). The IGWS response did indicate a high liquefaction potential, the presence of a floodway, a high potential for bedrock resources, a low potential for sand and gravel resources, and petroleum exploration wells in the vicinity of the project. These features will not be impacted as work within these areas will be within 100 feet of the existing roadway and not near any extraction sites. Response from IGWS has been communicated with the designer on November 15, 2022. No impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources

Wellhead Protection Area(s)
 Source Water Protection Area(s)
 Water Well(s)
 Urbanized Area Boundary
 Public Water System(s)

<u>Presence</u>	<u>Impacts</u>	
	Yes	No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Is the project located in the St. Joseph Sole Source Aquifer (SSA):

If Yes, is the FHWA/EPA SSA MOU Applicable?

If Yes, is a Groundwater Assessment Required?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.

Sole Source Aquifer

The project is located in Wabash County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

Wellhead Protection Area and Source Water

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on January 23, 2023, by SJCA Inc. This project is not located

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within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on July 30, 2022, by SJCA Inc. No wells are located near this project. Therefore, no impacts are expected.

Urban Area Boundary

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by SJCA Inc. on January 26, 2022, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on January 26, 2022, to the City of Wabash Wastewater Department. The MS4 coordinator did not respond within the 30-day time frame. Silt fences and storm sewer inlet protection will be used to keep silt and sediment from leaving the site during construction. The erosion control plan for this project will follow the guidelines defined in Chapter 205 of the INDOT Indiana Design Manual (IDM). Please see Appendix B28 for the erosion control plan.

Public Water System

Based on a desktop review, a site visit on July 21, 2021, by SJCA Inc., and the aerial map of the project area (Appendix B3), this project is located where there is a public water system. New water service lines will be installed for homes adjacent to the project area that will not be relocated. Service lines and water mains providing water to the homes that will be removed will be retired. Coordination between the designer and the public water utility, Indiana American Water, has been initiated and will continue throughout project development.

Floodplains	Presence	Impacts	
		Yes	No
Project located within a regulated floodplain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Longitudinal encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transverse encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If applicable, indicate the Floodplain Level?

Level 1 Level 2 Level 3 Level 4 Level 5

Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>) was accessed on January 23, 2023, by SJCA Inc. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F1). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland	Presence	Impacts	
		Yes	No
Agricultural Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total Points (from Section VII of CPA-106/AD-1006*) N/A

**If 160 or greater, see CE Manual for guidance.*

Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.

Based on a desktop review, a site visit on July 21, 2021, by SJCA Inc., and the aerial map of the project area (Appendix B3), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on October 5, 2021, to the NRCS. The NRCS responded on October 14, 2021, stating that the project will not cause a conversion of prime farmland (Appendix C7).

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SECTION D – CULTURAL RESOURCES

Minor Projects PA

Full 106 Effect Finding
 No Historic Properties Affected No Adverse Effect Adverse Effect

Eligible and/or Listed Resources Present
 NRHP Building/Site/District(s) Archaeology NRHP Bridge(s)

Documentation Prepared (mark all that apply)	ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	X	7/11/2022
800.11 Documentation	X	7/11/2022
Historic Properties Report or Short Report	X	11/16/2021
Archaeological Records Check and Assessment	X	11/16/2021
Archaeological Phase Ia Survey Report	X	11/16/2021
Archaeological Phase Ic Survey Report	X	11/16/2021
Other: Consulting Party Meeting Minutes	X	12/17/2021

Memorandum of Agreement (MOA) **MOA Signature Dates** (List all signatories)

Required:
 FHWA (1/13/2023)
 Indiana State Historic Preservation Officer (SHPO) (12/1/2022)

Invited:
 INDOT (11/21/2022)
 City of Wabash (11/22/2022)
 Miami Tribe of Oklahoma (1/11/2023)

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires that federal agencies identify and assess the effects of federal projects, programs, and actions on historic resources. This includes projects that are supported by federal funds. The Section 106 process was managed by SJCA Inc., who is listed on the IDNR Department of Historic Preservation and Archaeology's Roster of Qualified Professionals.

Area of Potential Effect (APE):
 According to 36 CFR 800.16(d), the APE is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking..."

The APE of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. Land use within the APE consists primarily of residential properties and a city park. The APE is approximately 0.34 mile long and approximately 0.38 mile wide at its widest point. The Archaeological APE consists of approximately 4.2 acres including all proposed new, temporary, and existing ROW as well as any additional area investigated beyond it. See Appendix D33 for an aerial map of the APE.

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Coordination with Consulting Parties:

On January 27, 2021, the following parties were sent an early coordination letter, a project map, and an invitation to become a Consulting Party (Appendix D53-D59):

Indiana SHPO (responded February 10, 2021)

City of Wabash (responded February 11, 2021)

Wabash County Historian
Wabash County Historical Museum

Wabash Marketplace (responded January 28, 2021)

Wabash Historic Preservation Board
Wabash County Commissioners
Wabash Street Department

Indiana Landmarks – Northeast Field Office

Eastern Shawnee Tribe of Oklahoma (responded December 17, 2021)

Miami Tribe of Oklahoma (responded March 9, 2021)

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians (responded February 25, 2021)

Delaware Tribe of Indians, Oklahoma

Shawnee Tribe (responded April 21, 2021)

United Keetoowah Band of Cherokee Indians

Note: The contacted parties in bold above accepted Consulting Party status. INDOT Cultural Resources Office (CRO) is acting on behalf of FHWA. FHWA is the lead federal agency. The IDNR SHPO is an automatic Consulting Party.

The Wabash Marketplace responded to the early coordination letter on January 28, 2021, stating that they do not foresee any impacts on historic or environmental resources and voicing their support for the project due to traffic congestion in Downtown Wabash when the rail crossings are blocked (Appendix D61). The SHPO responded on February 10, 2021, stating they will resume identification and evaluation procedures for this project upon receipt of information regarding above-ground historic and archaeological resources. The SHPO also stated that they were providing notification of the review to members of the Indiana Historic Preservation Review Board and the Wabash Historic Preservation Board and indicated that, unless requested to be removed from the mailing list, members of those boards would be copied on all IDNR-Division of Historic Preservation and Archaeology (DHPA) comment letters regarding this project (Appendix D62-D63). In a letter dated February 11, 2021, the Wabash City Attorney, on behalf of the City of Wabash and the City of Wabash Historic Preservation Commission, stated there are no buildings in the project area that have any historical value and that they are unaware of any other architectural or archeological features, buildings, sites, or other items of concern in the project area (Appendix D64).

The Pokagon Band of Potawatomi Indians responded on February 25, 2021, stating that there will be **No Historic Properties in Area of Potential Effects (APE)** (emphasis added in the response) significant to the Pokagon Band of Potawatomi Indians, but that if any archaeological resources are uncovered during the undertaking, they should be contacted immediately (Appendix D65). The Miami Tribe of Oklahoma responded on March 9, 2021, accepting the invitation to become a Consulting Party. The Miami Tribe of Oklahoma also stated that this project is within less than 0.25 mile from the Paradise Spring Historical Park, a site of great concern to the Miami Tribe as it is the site of the negotiation and signing of the Treaty of 1826 between the Miami Tribe and the United States. This project takes place within the historic lands and cultural property of the Miami Tribe, and the Miami Tribe requests immediate consultation if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project (Appendix D66). The Shawnee Tribe accepted Consulting Party status on April 21, 2021 (Appendix D67).

Because historic resources were identified within the APE (as discussed in more detail below), three historic property owners were invited to be Consulting Parties when the project Historic Property Short Report (HPSR) and the Archaeological Report (Tribes only) were distributed on November 16, 2021 (Appendix D68-D75; refer to the Documentation Findings Section below for more details regarding the effects of this project):

10 N. East St, property owner within East Wabash Historic District
390-392 E. Hill St, property owner within East Wabash Historic District
402 E. Hill St, property owner within East Wabash Historic District

No responses from historic property owners were received.

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Archaeology

An archaeologist from SJCA Inc. conducted a Phase 1a archaeological literature review and field reconnaissance report (Smith, 10/19/2021). The investigation identified two previously unrecorded archaeological sites within and/or adjacent to the project area. Neither of the sites were recommended eligible for placement on the NRHP in the report (Appendix D102-D103). The archaeology report was approved by INDOT CRO and sent to Consulting Parties (SHPO and Tribes only) on November 16, 2021 (Appendix D68-D75) along with the HPSR discussed below.

SHPO responded to the archaeology report on December 15, 2021 (Appendix D77-D78) stating that “no currently known archaeological resources eligible for inclusion in the NRHP have been recorded within the proposed project area” and that the two archaeological sites documented during the reconnaissance survey appear to be “low-density historical artifact scatters and do not appear to be eligible for inclusion in the NRHP.” SHPO concurred that project activities may proceed without further archaeological investigation.

The Eastern Shawnee Tribe of Oklahoma responded December 17, 2021 (Appendix D79) stating that their people occupied the area of the project historically and/or prehistorically, and that the project proposes **NO Adverse Effect** (emphasis in response) or endangerment to known sites of interest to the Eastern Shawnee Tribe. The Eastern Shawnee Tribe also requested that they as well as the appropriate state agencies be contacted within 24 hours if any archeological site or object is discovered at any time during the project, and that all ground disturbing activities stop until the Tribe and State agencies are consulted.

Historic Properties:

A HPSR was completed for this project (Henley, November 2021). The HPSR was approved by INDOT CRO and provided to Consulting Parties for comment on November 16, 2021 (Appendix D68-D75). The HPSR identified one property within the APE that is eligible/listed in the NRHP: the East Wabash Historic District (NR-1916). The East Wabash Historic District (NR-1916) is composed of 204 Contributing buildings and 35 Non-Contributing buildings and structures. The district was listed in the NRHP in 2011 and is eligible under Criteria A and C. The period of significance is circa 1850 – 1930. Under Criteria A, the district is important for its association with a period of significant growth in Wabash due to the arrival of the Wabash and Erie Canal and the arrival of important railroad lines making the city an important link in transportation since many of the workers associated with the railroad and industry settled in this area. Under Criteria C, the district is significant for its large variety of architectural styles that reflect a long history as a residential district, including Federal, Greek Revival, Gothic Revival, Italianate, and Craftsman. Refer to Appendix D105 and D107 for plan sheets showing the boundary of the East Wabash Historic District (NR-1916).

The APE contains no above-ground resources previously surveyed outside the boundaries of the East Wabash Historic District (NR-1916). The HPSR recommended that the East Wabash Historic District (NR-1916) remain listed in the NRHP. The APE contains no other properties that are recommended eligible for listing in the NRHP.

SHPO responded to the HPSR on December 15, 2021 (Appendix D77-D78) stating that the APE appears to be of adequate size to encompass the geographic area in which direct and indirect effects of this project could occur and agreeing that the East Wabash Historic District (NR-1916) is the only historic property located within the APE listed in the NRHP.

The Eastern Shawnee Tribe of Oklahoma responded December 17, 2021 (Appendix D79) stating that their people occupied the area of the project historically and/or prehistorically, and that the project proposes **NO Adverse Effect** (emphasis in response) or endangerment to known sites of interest to the Eastern Shawnee Tribe.

Consulting Party Meeting

Impacts to two Contributing properties (390 E. Hill St and 402 E. Hill St) within the East Wabash Historic District (NR-1916) resulted in the anticipation of an “Adverse Effect” finding for the East Wabash Historic District (NR-1916). Therefore, the November 16, 2021, letter distributing the HPSR and the Archaeological Report also contained an invitation to a consulting party meeting. The Section 106 Consulting Party Meeting was held virtually via Microsoft Teams on December 1, 2021, to discuss the proposed project and the impact on the East Wabash Historic District (NR-1916). Refer to Appendix D81 for a list of attendees. Details of the preferred alternative, as well as the other alternatives considered, were presented during the meeting, and avoidance, minimization, and mitigation measures were discussed. The only avoidance measure considered was a no-build alternative, which would not meet the purpose and need of the project. Minimization was considered throughout the design of the project, and several minimization efforts had been undertaken to avoid impacts to historic properties via the other alternatives considered. Three mitigation measures were proposed: aesthetic treatment for the proposed bridge which will likely be visible from much of the eastern and southern portions of the historic district, tree plantings along the back edge of the ROW adjacent to the proposed bridge, and interpretative signage for the historic district.

One Non-Contributing (10 N. East St) and two Contributing properties (390 E. Hill St and 402 E. Hill St) within the East Wabash Historic District are located adjacent to the project area, and the impacts to the two Contributing properties resulting in the

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anticipation of the "Adverse Effect" finding for the East Wabash Historic District were detailed for the first time during the Consulting Party meeting. Impacts to the Contributing properties at 390 E. Hill St and 402 E. Hill St include adjusting the height of stairs providing sidewalk access from the properties. Impacts to the Non-Contributing property at 10 N. East St include reconstructing the driveway and removing and replacing an existing retaining wall at 10 N. East St. Meeting minutes, the agenda, and the exhibits presented during the meeting are included in Appendix D81-D96.

The Consulting Party meeting minutes were distributed to attendees on December 17, 2021 (Appendix D80). SHPO responded on January 13, 2022 (Appendix D97-D99), stating that they have no corrections to the submitted minutes and that they appreciate the detail of the presentation that "clearly illustrate the process to determine East Street as the preferred alternative for this project as other intersections in downtown Wabash have greater relocation, cultural resources, and parcel impact concerns." The SHPO response also clarified the boundary of the East Wabash Historic District (NR-1916) as the map within the NR nomination appears to exclude the house at 10 N. East St. The SHPO letter provides the written description of the boundary and states, "Although the verbal boundary description does not call out 10 North East Street, it does explicitly state that the boundary '**continues west along the south edge of the alley**' off North East Street behind the house that front East Hill Street, thus including 10 North East Street within the historic district. Based on photographs and online street-view imagery, we believe the house at 10 North East Street, while within the East Wabash Historic District (NR-1916), is a non-contributing building within the district." The SHPO letter went on to state that they have no concerns regarding the mitigation measures proposed during the meeting, and that they would be curious to hear other Consulting Party input, particularly from the Miami Tribe of Oklahoma due to the proximity of the nearby historic site related to the signing of the Treaty of 1826. The response also reiterated their concern about the increased traffic through the district and if any mitigation measures could be taken to minimize those concerns.

Documentation Findings:

On July 12, 2022, the Effect Finding, 800.11(e) documentation, and draft Memorandum of Agreement (MOA) were mailed to Consulting Parties with an opportunity to comment on the possible effects of the project (Appendix D10-D16). The undertaking will have an "Adverse Effect" on the East Wabash Historic District (NR-1916).

According to 36 Code of Federal Regulations (CFR) § 800.5(a)(1): "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative." The seven criteria of "adverse effect" are:

- 1) Per 36 CFR 800.5(a)(2)(i): physical destruction or damage to all or part of the property;
- 2) Per 36 CFR 800.5(a)(2)(ii): alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
- 3) Per 36 CFR 800.5(a)(2)(iii): removal of a property from its historic location;
- 4) Per 36 CFR 800.5(a)(2)(iv): change of the character of the property's use or of physical features within the property's setting that contribute to its historic features;
- 5) Per 36 CFR 800.5(a)(2)(v): introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- 6) Per 36 CFR 800.5(a)(2)(vi): neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian Tribe or Native Hawaiian organization; and
- 7) Per 36 CFR 800.5(a)(2)(vii): transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The criteria of "adverse effect" were applied to the project's impact on the East Wabash Historic District, and the project will have an adverse effect on the East Wabash Historic District as described below.

The proposed new bridge construction to carry N. East St over the Norfolk Southern Railroad is anticipated to rise 70 feet above the current at-grade crossing and be 35 feet higher than the current level of the roadway at the East St and Hill St intersection. The proposed new bridge construction is anticipated to be visible from portions of the southern and western areas of the East Wabash Historic District (NR-1916). The new bridge construction will introduce a new visual element to the viewshed of the East Wabash Historic District (NR-1916). The existing lighting will be removed and replaced with standard, cobra-style street lighting along the reconstructed roadway and bridge on N. East St. The installation of lighting on the new bridge is anticipated to introduce new visible light to portions of the East Wabash Historic District (NR-1916). Due to the proximity of the new bridge construction to the East Wabash Historic District (NR-1916) and the introduction of new light sources adjacent to and in view of the East Wabash Historic

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District (NR-1916), these elements of the proposed undertaking are anticipated to have an adverse visual impact on the East Wabash Historic District (NR-1916).

Temporary ROW will be required from small portions of the East Wabash Historic District (NR-1916) to allow for driveway reconstruction at a Non-Contributing property and property access improvements at two Contributing properties. Temporary ROW will be needed only for a short period of time during part of the construction of the project. The scope of work will be minor at each location. The temporary ROW is needed for driveway and stairway improvements to facilitate property access to and from N. East St due to the grade raise proposed along N. East St. The work at each location will not create adverse physical impacts or permanent or temporary interference with protected features and attributes of the East Wabash Historic District (NR-1916). Lastly, the land will be fully restored to a condition at least as good as that which existed prior to the project. Therefore, this temporary ROW work will not cause adverse physical impacts to the East Wabash Historic District (NR-1916).

Refer to Appendix D17-D31 for a more detailed discussion of the application of criteria of Adverse Effect on the East Wabash Historic District (NR-1916).

SHPO responded on August 8, 2022, to the "Adverse Effect" finding documentation, which included Section 4(f) compliance documentation, stating that the agency concurred that the East Wabash Historic District (NR-1916) will be adversely affected by the project and that the undertaking's temporary occupancy requirements for the East Wabash Historic District (NR-1916) have been met and that it does not constitute a Section 4(f) use. Regarding the draft MOA included in the mailing with the "Adverse Effect" finding documentation, SHPO questioned the number of interpretive signs to be installed in the East Wabash Historic District (NR-1916) as a mitigation measure, the information relating to the East Wabash Historic District (NR-1916) included in the signage, and the location within the Historic District the signs would be installed (Stipulation I.B.i). SHPO also provided a recommendation about the wording used in Stipulation I.B.ii (Appendix D1-D3).

Section 4(f) of the US Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation projects unless there is no reasonable or prudent alternative. Refer to Section E of this document below for more detailed information regarding Section 4(f) use of protected resources. This project will acquire temporary ROW from one Non-Contributing property (10 N. East St) and two Contributing properties (390 E. Hill St and 402 E. Hill St) located within the East Wabash Historic District and will temporarily occupy land from the East Wabash Historic District in order to reconstruct two staircases providing access from N. East St to 390 E. Hill St and 402 E. Hill St (Contributing properties) and to reconstruct a driveway and to remove and replace one retaining wall in front of the property located at 10 N. East St (Non-Contributing property). The East Wabash Historic District is a Section 4(f) protected historic property. Refer to Section E of this document below for more detailed information regarding Section 4(f) temporary occupancy of protected resources.

The Miami Tribe of Oklahoma responded to the draft MOA on August 10, 2022, stating that the area covered by the MOA includes the Paradise Spring Historical Park, site of the 1826 Treaty, in which the Miami Tribe ceded lands north of the Wabash River. Many Miami people attended the treaty negotiations, not only the leaders who signed the treaty (Appendix D4-D5). This project is located on the Rebecca Hackley Reserve, which was designated as a result of the 1826 Treaty. The Miami Tribe of Oklahoma requested to be an Invited Signatory to the MOA, that the Miami Tribe of Oklahoma be added to the MOA title, that a "Whereas" statement should note that the Miami Tribe was asked to be an Invited Signatory and has agreed to participate, and that a signature page for Chief Douglas Lankford to sign for the Tribe be included. The Miami Tribe of Oklahoma also requested that trees native to the area and of cultural significance to the Miami Tribe be planted and recommended tree species for planting (Stipulation I.A). Regarding Stipulation I.B and due to the proximity of the Paradise Spring treaty site, the Miami Tribe of Oklahoma requested to work with INDOT and other interested Tribes to include information about the Treaty of 1826 from the Native perspective. Regarding the Post-Review Discovery detailed in Stipulation III, the Miami Tribe requested to be listed among those notified of unanticipated discoveries.

The Advisory Council on Historic Preservation (ACHP) responded to the "Adverse Effect" finding documentation and draft MOA on August 26, 2022 (Appendix D6). The ACHP acknowledged their non-participation in the consultation efforts to resolve the adverse effects of the project and stated that decision may be reconsidered if a request for participation is received from SHPO, a Tribal Historic Preservation Officer, affected Indian tribe, a Consulting Party, or other party. The ACHP also stated that the final MOA and supporting documentation will be filed with the ACHP pursuant to 36 CFR §800.6(b)(1)(iv).

The Eastern Shawnee Tribe of Oklahoma responded on September 12, 2022, stating that the project will have **NO Adverse Effect** (emphasis added in response) or endangerment to known sites of interest to the Eastern Shawnee Tribe. The Eastern Shawnee Tribe also requested to be contacted immediately if the project inadvertently discovers an archaeological site or object (Appendix D7).

No other Consulting Parties responded to the effect finding, Section 4(f) compliance, or draft MOA mailing within the 30-day comment period.

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The draft MOA was amended to incorporate comments received from Consulting Parties following the 30-day comment period. The final MOA was distributed to signatories on November 22, 2022. The fully executed MOA is included in Appendix D113-D125. Mitigation stipulations regarding tree plantings along the new bridge and interpretive signage within the East Wabash Historic District and the Paradise Springs Historical Park are provided in Stipulations I.A.i-ix and I.B.i-vii. Refer to Appendix D114-D116 for the mitigation stipulations included in the MOA. Mitigation stipulations are also included as Firm Commitments in the *Environmental Commitments* section of this CE document. The MOA also provided guidelines for resolving disagreements and misunderstandings about how the MOA is or is not being implemented, about how to report additional historic resources or unanticipated effects on historic properties that are found during the implementation of the MOA, and about termination of the MOA. If the terms of the MOA have not been implemented by December 31, 2025, then this MOA shall be considered null and void. The fully executed MOA was distributed to Consulting Parties on January 17, 2023 (Appendix D126-D127).

The Eastern Shawnee Tribe of Oklahoma responded to the fully executed MOA on February 13, 2023, stating that the project will have **NO Adverse Effect** (emphasis added in response) or endangerment to known sites of interest to the Eastern Shawnee Tribe. The Eastern Shawnee Tribe also requested to be contacted immediately if the project inadvertently discovers an archaeological site or object (Appendix D128).

Public Involvement:

A notice informing the public of the finding and opportunity to comment on the “Adverse Effect” finding was published in the *Wabash Plain Dealer* (Wabash, Wabash County) on July 16, 2022, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The published public comment period closed on August 16, 2022. The text of the public notice and the affidavit of publication can be found in Appendix D8-D9. No comments from the public were received during the published comment period ending on August 16, 2022.

This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	<u>Presence</u>	<u>Use</u>	
		Yes	No
Parks and Other Recreational Land			
Publicly owned park	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildlife and Waterfowl Refuges			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties			
Site eligible and/or listed on the NRHP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluations
Prepared

Programmatic Section 4(f)	<input type="checkbox"/>
“De minimis” Impact	<input type="checkbox"/>
Individual Section 4(f)	<input type="checkbox"/>
Any exception included in 23 CFR 774.13	<input type="checkbox"/>

Discuss Programmatic Section 4(f) and “de minimis” Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned

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parcs, recreation areas, wildlife/waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, the aerial map of the project area (Appendix B3), and the RFI report (Appendix E2, E8), there are 11 potential 4(f) resources located within the 0.5-mile search radius. According to additional research and by site visits on March 5, 2021 and July 21, 2021 by SJCA Inc, there are two 4(f) resources located within or adjacent to the project area.

Hanna Park is a public park owned and managed by the City of Wabash Parks Department. Hanna Park is located adjacent to the project area in the northeast quadrant of the intersection of N. East St and Hill St. There are currently six residential properties and a paved alley separating Hanna Park from N. East St. The construction of the new bridge and the associated reconstruction of the roadway to carry N. East St over the Norfolk Southern Railroad will remove four of these existing residential properties. An early coordination letter was sent to the City of Wabash Parks Department on October 5, 2021, but no response was received. Initially it was planned that storm water from the new bridge would be conveyed into Hanna Park via a new storm drainage structure. The USFWS early coordination response letter dated October 26, 2021, stated that there is no storm water basin in the park, that no further explanation of the handling of storm water was provided in the early coordination letter, and that the environmental document must address the possible impacts on Hanna Park (Appendix C8-C9). The design of the storm water management from the new bridge was refined following the mailing of the early coordination letter. New sections of buried storm sewer will be added under N. East St south of the new bridge and under Hill St in front of the residence at 402 E. Hill St. The new sections of buried storm sewer will tie into the existing storm sewer system under Hill St. North of the new bridge, storm water will be collected in inlets and will drain to an existing buried storm sewer located along the north edge of the railroad corridor. No additional storm water will be conveyed into Hanna Park and no permanent or temporary ROW will be acquired from Hanna Park. This project will not adversely affect the activities, features, and attributes that qualify Hanna Park for protection under Section 4(f). Therefore, there will be no use of Hanna Park and no impacts are expected.

Section 4(f) of the US Transportation Act of 1966 also affords protection of historic resources. As discussed above in Section D—*Cultural Resources*, there is one NRHP listed historic resource protected by Section 4(f) within and adjacent to the project area: the East Wabash Historic District (NR-1916). This project will acquire temporary ROW from three residences located within the East Wabash Historic District and will temporarily occupy land from the East Wabash Historic District (NR-1916). Temporary occupancy will occur in order to reconstruct two staircases providing access from N. East St to two contributing resources within the East Wabash Historic District. At a non-contributing resource within the East Wabash Historic District, the project will remove and replace one retaining wall and will reconstruct a driveway providing access from N. East St to the residence. Within the historic district, temporary ROW will be acquired from:

- 10 N. East St—non-contributing resource (0.019 acre/836 square feet)
- 390 E. Hill St—contributing resource (0.002 acre/65 square feet)
- 402 E. Hill St—contributing resource (0.001 acre/55 square feet)

As a result of consultation with INDOT CRO, it was determined that this project will temporarily occupy land from an NRHP listed historic resource. INDOT, acting on behalf of FHWA, determined that the temporary occupancy will not constitute a Section 4(f) use because all the conditions listed in 23 CFR 774.13(d) are satisfied. Under Temporary Occupancy, the following conditions must be met:

1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

This project will temporarily occupy land from two contributing properties within the East Wabash Historic District (NR-1916). The two contributing properties (390 E. Hill St and 402 E. Hill St) to the Historic District are considered Section 4(f) resources. FHWA believes the temporary occupancy will not constitute a Section 4(f) use because all five conditions listed above have been satisfied. The official with jurisdiction for the East Wabash Historic District, SHPO, responded to the “Adverse Effect” finding and Section 4(f) compliance on August 8, 2022 (Appendix D1-D3), stating that they concur that the undertaking’s temporary occupancy requirements for the East Wabash Historic District have been met and that it does not constitute a Section 4(f) use.

With SHPO’s concurrence, the temporary occupancy requirements of Section 4(f) have been met. Therefore, there will be no Section

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4(f) use of the East Wabash Historic District. Therefore, all Section 4(f) requirements for historic resources in this project have been satisfied.

Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of 6(f) properties on the INDOT ESD website revealed a total of eight properties in Wabash County (Appendix I1). None of these properties are located within or adjacent to the project area. An early coordination letter was sent to the IDNR Division of Outdoor Recreation asking if Hanna Park is an LWCF/6(f) property. The IDNR Division of Outdoor Recreation responded on October 6, 2021, stating that Hanna Park is not a LWCF site (Appendix C5). Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

- Is the project in the most current STIP/TIP?
- Is the project located in an MPO Area?
- Is the project in an air quality non-attainment or maintenance area?
- If Yes, then:
 - Is the project in the most current MPO TIP?
 - Is the project exempt from conformity?
- If No, then:
 - Is the project in the Transportation Plan (TP)?
 - Is a hot spot analysis required (CO/PM)?

Yes	No
X	
	X
	X

Location in STIP: FY 2022-2026 (Appendix H1-H2)

Name of MPO (if applicable): N/A

Location in TIP (if applicable): N/A

Level of MSAT Analysis required?

Level 1a Level 1b Level 2 Level 3 Level 4 Level 5

Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

STIP/TIP

This project is included in the Fiscal Year (FY) 2022-2026 Statewide Transportation Improvement Program (STIP) (Appendix H1-H2).

Attainment Status

This project is located in Wabash County, which is currently in attainment for all criteria pollutants according to the US Environmental Protection Agency (EPA) Green Book for National Area and County-Level Multi-Pollutant Information (<https://www.epa.gov/green-book/green-book-national-area-and-county-level-multi-pollutant-information>). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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MSAT

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

SECTION G - NOISE

Noise

Yes No

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?

Date Noise Analysis was approved/technically sufficient by INDOT ESD: December 29, 2022

Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.

The project is a Type I project due to substantial alteration of the vertical alignment of the roadway. Hanson Professional Services Inc. (Hanson) conducted a noise analysis in accordance with the current INDOT Traffic Noise Analysis Procedure and FHWA standards. The noise analysis identified 123 residential receptors and eight receptors representing Hanna Park. The existing 2023 noise levels ranged from 35.5 to 55.1 decibels (dB(A)) and the predicted future design year 2043 build noise levels ranged from 34.8 to 55.1 dB(A). Please see Appendix I51-I107 for the Noise Analysis.

Based on the studies completed to date, Hanson has identified no impacted receptors. As a result, noise abatement was not evaluated. This noise analysis was based on preliminary design criteria. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed and noise impacts are identified, noise abatement will be evaluated at that time as to whether it is feasible and reasonable. The final decision on the installation of any abatement measures will be made upon completion of the project's final design and the public involvement processes.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

Yes No

Will the proposed action comply with the local/regional development patterns for the area?	X	
Will the proposed action result in substantial impacts to community cohesion?		X
Will the proposed action result in substantial impacts to local tax base or property values?		X
Will construction activities impact community events (festivals, fairs, etc.)?		X
Does the community have an approved transition plan?	X	
If No, are steps being made to advance the community's transition plan?		
Does the project comply with the transition plan? (explain in the discussion below)	X	

Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.

This project complies with local and regional development plans for the area. The 2012 Wabash County Comprehensive Plan (found at: <http://areaplan.wabash.in.datapitstop.us/DATA/REPORTS/FLD00002/00003729.PDF>) identified traffic flow through the City of Wabash as a weakness in Wabash County and detailed the traffic challenges posed by the at-grade rail crossings with the Norfolk Southern Railroad in the City of Wabash. The plan established transportation objectives including maintaining a transportation system which maximizes public safety and convenience and to maintain all railroad service connections to preserve access for industry, agriculture, and future opportunities while prioritizing pedestrian crossing safety. The 2012 Wabash County Comprehensive Plan also identified a railroad over- or underpass in the City of Wabash as an opportunity for improvement in Wabash County.

A 2022 draft Imagine One 85 Comprehensive Plan for Wabash County (found at: https://imagineone85.org/wp-content/uploads/2022/05/ImagineOne85_DRAFT_Plan_220513_red.pdf) established goals to encourage population retention and growth in Wabash County, including modernizing and upgrading infrastructure throughout the county, improving community

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connections by establishing and maintaining corridors that connect communities, and improving and expanding non-motorized transportation alternatives to support walkable and bikeable communities.

This project is part of the Local Trax Rail Overpass Program, which aims to improve safety and reduce crashes, injuries, and fatalities at rail crossings. The Local Trax project is managed by INDOT and has specific goals including reducing the number of public-grade crossings and encouraging grade separations where possible to bridge over or under busy rail lines (Appendix I132-I133).

Wabash County has an approved ADA Transition Plan (found at: <http://gov.wabash.in.datapitstop.us/UPLOADS/FLD00002/00003313/ADA%20Transitional%20Plan%202021.pdf>), which identifies areas of improvement to existing facilities to ensure ADA compliance and establishes processes for the public to file grievances related to ADA compliance at public facilities.

Research of the following websites found several monthly and annual events occurring in the City of Wabash during the anticipated construction timeframe (Summer 2025-Summer 2026): <https://www.visitwabashcounty.com/annual-events/> and <https://www.visitwabashcounty.com/events/>. Additionally, there are several schools in Wabash that host sports and academic activities and events primarily throughout the school year and there are several parks owned and managed by the City of Wabash that provide opportunities for community events and gatherings. Historic Downtown Wabash, the Wabash County Courthouse, and the Eagles Theatre located along Market St and Wabash St approximately 0.5 mile southwest of the project area and the Honeywell Center and Farmers Market located along Canal St approximately 0.6 mile southwest of the project area are popular year-round destinations for shopping, dining, and entertainment.

The MOT for this project will pose an inconvenience for residents along N. East St traveling to facilities and events in other areas of Wabash or the greater Wabash area due to the closure of N. East St within the project area. Road closures and traffic detours associated with this project may cause delays. The impacts will be temporary and limited to the time of construction, and warning signage of upcoming road construction will be in place surrounding the project area as shown in the MOT plan in Appendix B13-B14. Additional travel time to events will be required, but access will not be denied to any locations hosting known events. Pedestrian facilities in this project will be ADA-compliant per local and federal regulations. Any public comments received during the public involvement process related to potential impacts to events will be addressed in accordance with the current *INDOT Project Development Public Involvement Procedures Manual*. Therefore, impacts to events will be minimized.

The project will not substantially impact the tax base or property values. The project will require a total of 1.898 acres of new permanent ROW and 0.055 acre of temporary ROW. All ROW will be acquired from residential properties, and 10 residential properties will be fully acquired and relocated. Approximately 0.022 acre of temporary ROW will be acquired from the East Wabash Historic District (NR-1916) in order to reconstruct property access. All ROW will be acquired in accordance with the Relocation Assistance and Real Property Acquisition Policies Act of 1970 (the Uniform Act). It was concluded that the project will not substantially impact community cohesion or adversely impact local community events.

Public Facilities and Services

Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.

Based on a desktop review, the aerial map of the project area (Appendix B3), and the RFI report (Appendix E2, E8), there are five religious facilities, one hospital, one school, three recreational facilities, six railroad segments, seven trails, and several buried and overhead utilities within the 0.5-mile search radius. One public-use airport is located within 3.8 miles of the project area. There are two public facilities within or adjacent to the project area. That number was updated to 10 by the site visit on July 21, 2021, by SJCA Inc. and after a review of the project plans.

One recreational facility, Hanna Park, is located adjacent to the project area in the northeast quadrant of the intersection of N. East St and Hill St. Early coordination was sent to the Wabash Parks Department on October 5, 2021. No response was received from the Wabash Parks Department. When the early coordination letter was sent, it was anticipated that a drainage pipe extension may be required along the railroad corridor, which would convey stormwater into Hanna Park. The USFWS early coordination response letter dated October 26, 2021, indicates that there are no storm water basins in Hanna Park and states that Hanna Park is a Section 4(f) recreational facility and that the environmental document must address any possible impacts to Hanna Park (Appendix C8-C9). As design progressed, it was determined that additional buried storm sewer pipes with curb inlets would be installed under N. East St and that a new buried storm sewer pipe would be installed under Hill St. The new storm sewer pipe under Hill St will tie into the

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existing storm sewer system approximately 150 feet east of N. East St. Please see the plans in Appendix B17-B18 for details of the planned storm sewer installations. No impacts to Hanna Park will occur.

One railroad segment owned by the Norfolk Southern Railroad is located within the project area. Early coordination was sent to INDOT Railroad and Utilities on October 5, 2021. No response was received from INDOT Railroad and Utilities. This project will separate the existing at-grade railroad crossing at N. East St by constructing a new bridge to carry N. East St over the Norfolk Southern Railroad. Coordination between INDOT, the designer, and the Norfolk Southern Railroad has been initiated and will continue throughout project development. No interruptions to train traffic on the rail line through the project area are anticipated. A flagger will be required per FRA regulations to protect construction workers and train crews during construction; the flagger will be provided by Norfolk Southern Railroad.

There is one public-use airport, the Wabash Municipal Airport, located approximately 2.64 miles south of the project area. Early coordination was sent to the INDOT Office of Aviation on October 5, 2021. The agency responded on October 6, 2021, stating that any object that will exceed 200 feet in height, regardless of location, will need to be airspaced with the Federal Aviation Authority (FAA) 45 days prior to construction (Appendix C6). The INDOT Office of Aviation response was shared with the designer on November 15, 2022. The designer responded on December 14, 2022, stating that no equipment used in construction of this project will exceed 200 feet.

Utilities in the project area include buried sanitary and storm sewer lines, buried water lines, buried gas lines, and overhead and buried electric and telecommunications lines. All utilities in conflict with the project area will be relocated prior to the start of construction. Any disruptions in service will be minimized and will be temporary. Coordination between the design team and the utility owners has been initiated and will continue throughout project development.

Please note that the RFI indicates there are two hospitals, one mapped and one unmapped, within 0.5-mile of the project area and that the nearest hospital, the Wabash County Hospital, is located approximately 0.39 mile north of the project area. Further research did not identify any unmapped hospitals in the 0.5-mile search radius, and it indicated that the mapped Wabash County Hospital located 0.39 mile north of the project area is closed. The Wabash County Hospital is part of the Parkview Health Network, and in 2018, the Parkview Wabash Hospital moved to a new location on US 24 and is located approximately 1.5 miles north of the project area. Coordination between the designer and Parkview Wabash Hospital was initiated on June 9, 2022, and on June 17, 2022, a representative of Parkview Hospital indicated that the hospital does not currently have a contingency plan for EMS direction of travel if a stopped train is blocking all crossings in Wabash, and that the direction of travel is up the discretion of the EMS driver (Appendix C18). An early coordination letter describing the project was sent to Parkview Hospital on November 25, 2022. No response was received from Parkview Hospital. An early coordination letter was sent to the Wabash Ambulance Department and the Wabash Fire Department on October 5, 2021. Neither agency responded to the early coordination letter.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Does the project require an EJ analysis?

<input checked="" type="checkbox"/>	<input type="checkbox"/>
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If YES, then:

Are any EJ populations located within the project area?

<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Will the project result in adversely high and disproportionate impacts to EJ populations?

<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	-------------------------------------

Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high or adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will acquire a total of 1.898 acres of land, of which 1.16 acres will be incorporated as new, permanent ROW and 0.738 acre will become excess land. The project will also relocate 10 residences. No businesses will be relocated. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference

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population may be a county, city, or town and is called the community of comparison (COC). In this project, the COC is Noble Township in Wabash County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is the City of Wabash. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2015 American Community Survey (ACS) 5-year estimates was obtained from the US Census Bureau Website (<https://data.census.gov/cedsci/advanced>) on August 9, 2021, by SJCA Inc. The data collected for minority and low-income populations within the AC are summarized in the below table:

	COC- Noble Township, Wabash Co., Indiana	AC- City of Wabash, Wabash Co., Indiana
Percent Minority	4.4%	4.5%
125% of COC	5.5%	AC < 125% COC
EJ Population of Concern		No
Percent Low-Income	16.6%	18.3%
125% of COC	20.8%	AC < 125% COC
EJ Population of Concern		No

The AC, the City of Wabash, has a percent minority of 4.5% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain minority populations of EJ concern.

The AC, the City of Wabash, has a percent low-income of 18.3% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain low-income populations of EJ concern.

The census data sheets, map, and calculations can be found in Appendix I38-I47. The AC does not contain any minority or low-income populations of environmental concern. No further environmental justice analysis is warranted at this time, but additional guidance from INDOT ESD recommended that public engagement should occur to allow for the community to comment and self-identify a population of concern (Appendix I48-I50).

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?
Is a BIS or CSRS required?

Yes	No
X	
	X

Number of relocations: Residences: 10 Businesses: N/A Farms: N/A Other: N/A

Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.

A total of 10 residences will be relocated by this project. Total avoidance of relocations is not possible as that would not allow the project to proceed and would not meet the purpose and need of the project. Five other grade separation alternatives were considered. Please see the *Other Alternatives* Section above for a discussion of each considered alternative. All grade separation alternatives considered would have constructed a new bridge over the Norfolk Southern Railroad, and all alternatives considered would have resulted in relocation of residences, and some alternatives may have resulted in relocation of businesses. Since design did not progress for any alternative other than the preferred alternative at N. East St, the number of relocated residences and/or businesses for each other alternative is not known. Overall, the N. East St over Norfolk Southern Railroad alternative had the shortest project area, impacted the least number of cross streets, minimized the total number of parcels impacted, and minimized impacts to historic districts and resources compared to the other alternatives considered; therefore, the N. East St over Norfolk Southern Railroad alternative minimizes the overall impact to residents of Wabash, including the residences that will be relocated.

The acquisition and relocation program will be conducted in accordance with 49 CFR 24 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Relocation resources are available to all residential and business relocatees without discrimination. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person.

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SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

Documentation

Red Flag Investigation (RFI)	X
Phase I Environmental Site Assessment (Phase I ESA)	
Phase II Environmental Site Assessment (Phase II ESA)	
Design/Specifications for Remediation required?	

Date RFI concurrence by INDOT SAM (if applicable): September 30, 2021

Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.

Based on a review of GIS and available public records, the RFI was completed on September 27, 2021, by SJCA Inc. and INDOT SAM provided their concurrence on September 30, 2021 (Appendix E1-E11). Two Resource Conservation and Recovery Act (RCRA) generator sites, one state cleanup site, 11 underground storage tank (UST) sites, one voluntary remediation program site, one solid waste landfill, six leaking underground storage tank (LUST) sites, one manufactured gas plant site, six brownfield sites, nine institutional controls, and 10 National Pollutant Discharge Elimination System (NPDES) facilities are located within 0.5-mile of the project area. One solid waste landfill could affect the project area.

The Wabash Burning Dump (351 W Market St, Al# 57567), located approximately 0.14 mile south of the project area, was formerly the site of a landfill. According to an IDEM site investigation dated March 19, 1985, the site had been shut down approximately 15-20 years prior. The most recent IDEM documentation, dated August 8, 1995, shows a “No Further Remedial Action Plan” judgement was in development, but has not been recorded as of this date. An early coordination letter was sent to the IDEM Office of Land Quality on January 25, 2022. The IDEM Office of Land Quality responded on February 3, 2022, stating that the proposed construction activity is not within the landfill boundary and will not impact the landfill. If, in the future, construction activities are proposed closer to the landfill, additional coordination with the IDEM Office of Land Quality should occur (Appendix C15).

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	X
Other	<input type="checkbox"/>

IN Department of Natural Resources

Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>

Mitigation Required

US Coast Guard Section 9 Bridge Permit	<input type="checkbox"/>
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Permits (mark all that apply)

Likely Required

Others (Please discuss in the discussion below)

List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."

A Construction Stormwater General Permit (formerly known as Rule 5) will be required for this project as the total ground disturbance will exceed one acre.

The IDNR-DFW early coordination response letter dated November 1, 2021, stated that formal approval from the IDNR under the regulatory programs administered by the Division of Water is not required (Appendix C10-C11).

Applicable recommendations provided by resource agencies are included in the *Environmental Commitments* section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations. It is the responsibility of the project sponsor to identify and obtain all required permits.

ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Fort Wayne District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. A total of 18 buildings (including homes, garages, and other outbuildings) associated with 10 residential properties will be removed as a result of this project. Prior to any demolition, the structures will be inspected for bats or evidence of bats. If bats, or evidence of bats, are found, coordination will occur with INDOT ESD and USFWS before demolition may occur. If further coordination is needed, no demolition shall occur until coordination is concluded with INDOT ESD and USFWS. (INDOT ESD)
4. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
5. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
6. Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lighting (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
7. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
8. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS, IDNR-DFW)
9. Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
10. Tree Removal AMM 4: Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year. (USFWS)

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11. The fanshell mussel (*Cyprogenia stegaria*) is present in the Wabash River in the vicinity of the City of Wabash. Protecting water quality in the Wabash River is vital for the conservation of these species. Strict erosion control measures will be needed at the construction site. (USFWS)
12. Because of the fanshell mussel, it is imperative that no pollutants of any kind reach the Wabash River due to this project. This includes spilling of petroleum products or other chemicals from the machinery/equipment being used. Emergency response equipment and spill containment materials must be maintained at the project site. (USFWS)
13. MOA Stipulation I.A.i: INDOT and/or its representatives shall consult with the City of Wabash, and if appropriate and given consent by the city, INDOT and/or its representatives will plant trees in areas deemed prudent to provide screening for the historic district. (SHPO, FHWA)
14. MOA Stipulation I.A.ii: INDOT and/or its representatives shall make a good faith effort to introduce species appropriate to provide screening and to match existing species in the area. (SHPO, FHWA)
15. MOA Stipulation I.A.iii: Before construction, INDOT and/or its representatives shall present a tree planting plan to consulting parties. (SHPO, FHWA)
16. MOA Stipulation I.A.iv: The tree planting plan shall identify the location and species of the trees to be planted as part of this project and the location they will be planted. A good faith effort will be made to accommodate the recommendations of the Miami Tribe of Oklahoma to include native species and of cultural significance to the Tribe, such as Northern White Cedar (*Thuja occidentalis*) and Eastern Red Cedar (*Juniperus virginiana*). (SHPO, FHWA)
17. MOA Stipulation I.A.v: Indiana SHPO and consulting parties will have thirty (30) days to review and comment on the plan. If the SHPO does not respond to this submission within thirty (3) days, acceptance will be assumed. (SHPO, FHWA)
18. MOA Stipulation I.A.vi: If the Indiana SHPO or any consulting party responds with recommendations, a good faith effort to accommodate the recommendation will be made. FHWA/INDOT and/or its representatives will inform the Indiana SHPO and consulting parties of its response to such recommendations and submit any revisions for their records. (SHPO, FHWA)
19. MOA Stipulation I.A.vii: INDOT and/or its contractor shall inspect and monitor the mitigative plantings following the INDOT Standard Specification for Care, Inspection, and Replacement of Plant Materials (INDOT Spec 622.18). (SHPO, FHWA)
20. MOA Stipulation I.A.viii: The City of Wabash will provide INDOT and/or its contractor with right-of-entry to the property during mitigation implementation and subsequent monitoring. (SHPO, FHWA)
21. MOA Stipulation I.A.ix: After completion of the replanting of replacement trees, INDOT and/or its representatives will provide documentation to that effect to consulting parties. (SHPO, FHWA)
22. MOA Stipulation I.B.i: INDOT and/or its representatives shall work with the City of Wabash to design interpretive signage within the East Wabash Historic District to indicate the presence and historical significance of the district. (SHPO, FHWA)
23. MOA Stipulation I.B.ii: The graphics and text for the interpretive signage shall be created by a consultant that meets the *Secretary of the Interior's Professional Qualification Standards* and is on the Indiana SHPO's Qualified Professionals list. (SHPO, FHWA)
24. MOA Stipulation I.B.iii: INDOT and/or its representatives shall work with the City of Wabash and the Indiana SHPO to determine the appropriate number of interpretive signs to be erected, with a maximum of two (2) signs, relating to the East Wabash Historic District, the appropriate topics for the interpretive signs relevant to the East Wabash Historic District, and the best locations for the interpretive signs, preferably within the project area for this project. (SHPO, FHWA)
25. MOA Stipulation I.B.iv: The interpretive signage design for the East Wabash Historic District shall be provided to the Indiana SHPO to review for a 30-day period. If the Indiana SHPO does not provide comments on the signage design within thirty (30) days, acceptance will be assumed. If the Indiana SHPO responds with comments, a good faith effort will be made to accommodate their comments. (SHPO, FHWA)
26. MOA Stipulation I.B.v: INDOT and/or its representatives shall work with the Miami Tribe of Oklahoma, and other interested Tribes, to design interpretive signage regarding the Treaty of 1826 and the nearby Paradise Spring treaty site, from the Native perspective. An effort to secure a location in the Paradise Springs Historical Park to install the sign, but if that is not possible or feasible, a sign will be placed within the project area for this project. (SHPO, FHWA)
27. MOA Stipulation I.B.vi: The interpretive signage design regarding the Treaty of 1826 and the nearby Paradise Spring treaty site shall be provided to the Miami Tribe of Oklahoma, and other interested Tribes, to review for a 30-day period. If the Miami Tribe of Oklahoma, and other interested Tribes do not provide comments on the signage design within thirty (30) days, acceptance will be assumed. If the Miami Tribe of Oklahoma, and other interested Tribes respond with comments, a good faith

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effort will be made to accommodate their comments. (SHPO, FHWA)

- 28. MOA Stipulation I.B.vii: The installation of the signage shall be made part of the construction contract. (SHPO, FHWA)
- 29. If the terms of the MOA have not been implemented by December 21, 2025, then the MOA shall be considered null and void. In such an event, FHWA shall so notify the parties to this memorandum of agreement and, if it chooses to continue with the East Street Railroad Grade Separation, then it shall reinstate review of the undertaking in accordance with 36 CFR Sections 800.3 through 800.7. (SHPO, FHWA)
- 30. At 390 E. Hill St and 402 E. Hill St, the duration of occupancy must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership. (SHPO, FHWA)
- 31. At 390 E. Hill St and 402 E. Hill St, the scope of work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal. (SHPO, FHWA)
- 32. At 390 E. Hill St and 402 E. Hill St, the land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project. (SHPO, FHWA)

For Further Consideration:

- 33. Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however. (IDNR-DFW)
- 34. The IDNR Division of Fish & Wildlife recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. (IDNR-DFW)

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